"America's weekly motorcycle newspaper"

CYCLE NEWS®

WEST

Volume XVII : Number 28 : July 23, 1980

85¢

CAN-AM QUALIFIER TEST
Orange concentrate

SUPERBOWL OF MOTOCROSS
Two races, one winner!

PIKE'S PEAK HILLCLIMB
Thunder on the mountain

DUTCH GP
Kenny didn't win!

TOP-NOTCH TRAILRIDE
Back through time in the Panamints

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Wind, horses shuffle Winston Pro Series schedule

WESTERVILLE, OH, JULY 10

A severe summer thunderstorm and a change in harness racing dates have brought about two revisions in the 1980 Winston Pro Series schedule of American Motorcyclist Association Grand National Championship motorcycle races.

AMA officials have announced that the half mile dirt track event originally scheduled for July 5 at Topeka, KS, will now run Sunday night, Aug. 31. That race was postponed when a severe thunderstorm damaged the roof of the grandstand at the Sunshine State Expo, rendering the facility temporarily unsafe.

Meanwhile, the Aug. 31 date became available due to a change in management and subsequent rescheduling of horse racing dates at The Meadows, a five-eighths mile limestone oval near Pittsburgh, PA. The schedule changes at The Meadows forced cancellation of the Winston Pro Series event there, and that cleared way for the Aug. 31 running of the Topeka half mile.

Due to the most recent schedule change, the first leg of the Winston Pro Series, originally slated to end at Topeka on July 5, was declared official as of the June 29 road race at Road Atlanta. The $35,000 first leg point fund will be distributed July 27 at the mile dirt track event at DuQuoin, IL.

1980 AMA Winston Pro Series first-leg point fund

	Name, home town	Points	Winston Payoff
1.	Hank Scott, Findlay, OH	92	$10,000
2.	Steve Morehead, Findlay, OH	77	6,000
3.	Randy Goss, Highland, MI	73	4,000
4.	Billy Labrie, St. Petersburg, FL	67	3,000
5.	Ricky Graham, Pacific Grove, CA	66	2,500
6.	Alex Jorgensen, Stockton, CA	63	2,200
7.	Gary Scott, Springfield, OH	59	2,000
8.	Rich Schlachter, Old Lyme, CT	56	1,900
9.	Ted Boody, Lansing, MI	50	1,800
10.	Mike Kidd, Euless, TX	48	1,600

American Bernie Schreiber, defending Observed Trials World Champion, edged out Martin Lampkin (SWM), Ulf Karlsson (Mon) and Yrjo Vesterinen (Mon) for the win in the July 13 Italian round of the World Championship Series. Schreiber, after two rounds of finishing out of the points, bounced back in style. However, Karlsson holds a commanding lead in the title chase with 92 points to Vesterinen's 73. Schreiber is third with 66.

Kees Van der Ven (Mai) swept both motos of the July 13 250cc MX GP in Holland. Benny Wilkin (KTM) and Georges Jobe (Suz) followed in moto one while Ekki Sundstrom (Hus) and Jan Van Mierlo (Suz) did the same in moto two. Jobe was fourth. Jobe holds a commanding points lead over Dimitar Rangelov, 179 to 112, as the GP circuis heads for the July 20 Bel-Ray 250cc USGP at Unadilla Valley Sports Center in Edmeston, NY.

Tony DiStefano, seen spectating at the Coca-Cola Bottlers' Superbowl of Motocross, is recovering from his eye injury and is planning a return to the AMA National MX circuit. He's awaiting a contact lens which will correct his vision in his damaged right eye to 20/40. Then he'll start riding in August with an attack on the National MX Series slated for next year.

According to AMA officials, there remains some confusion regarding the state of the 1980 Trans-USA MX Series. It will be a 250cc series only — both the featured class and the support class — and it will be international. Apparently there are a group of European riders who're interested in going after the Pontiac Trans-Am that'll be presented to the overall series winner.

Honda-mounted Mickey Fay won the AMA Regional TT in Clackamas, OR, after early leader Brad Hurst coasted to a stop when his Triumph's primary chain broke. Tom McCollough placed second in the Expert race at the July 13 event. Topping the Juniors was Yamaha rider Jeff McDaniel; Mark Rooks won the Novice race on a Honda.

The sound of four-stroke thunder will again echo from the hills of Carlsbad at the July 20 CMC Four-stroke Championships. Magoo, Rocket Rex and all will be on hand to go for the prize money

Bobby Schwartz is back in SoCal racing the speedway circuit this week. Shawn Moran is due back on July 20, and brother Kelly is expected to arrive stateside on Aug. 5. Then, sometime in September, Bruce Penhall will be returning for his brother's wedding...and some racing.

Papa has contacted a correspondent in Washington, DC — someone who'd like to serve the same audience as our friend in Sacramento: C.N. Deepthroat — to keep *Cycle News* readers aware of what's really going on behind the too-often closed doors of our lawmakers. His first column is expected to deal with EPA noise regulations, another with the Walker anti-motorcycle gang task force resolution. Stay tuned for the first one in next week's *Cycle News*.

Despite the heat, AME President Jerry Shore reports that racing is going well on the Honda American Minicycle Championship Series, now in its seventh of 10 events. This weekend it's away from Oklahoma and off to Clark's Branch motorcycle track at Roseberg, Oregon. After that, it's Aztec Raceway in Colorado Springs, and then the Grand National Finals at Lake Whitney Cycle Ranch, Lake Whitney, Texas on August 1-3. Shore and wife Shirley are personally conducting each race in the series. "We're getting a feel for what's going on in the field," says Shore, whose Honda mini series is his first truly national program.

Statistics, as any good bureaucrat can tell you, can tell you anything you want to hear. Papa heard on the TV news the other night that West Germany —about the size of Oregon — leads all other nations in international commerce, with a 20.8 percent share of the market. The U.S. is second and Japan third. West Germans also have the highest per-capita consumption of beer, and there is no speed limit on West German freeways. Care for a cold one, Joan?

The Desert Daisies ran into trouble with the hall arrangements for their trophy presentation, and have had to postpone it by one day. So mark Saturday night, July 19, on your calendar as the evening to head on over to the American Legion Hall, 330 N. Azusa Ave., West Covina, and enjoy the free beer, live band, dancing, door prizes and buffet. The banner drops at 8 p.m., everyone's invited, and there's a $3 donation. For more info, call Lynette at 213/332-6249 or 714/628-4975.

The Mount Baker Motorcycle Club in Bellingham, WA, will be running an AMA Amateur Scrambles qualifier on their clubgrounds track, Saturday, July 19. This race will replace the one scheduled for the now out-of-action Castle Rock track. For further details, call 206/733-1694.

Bob Hayes' Assembly Bill 1987 was signed into law by California Governor Jerry Brown. The bill allows ham operators to put their call letters on their motorcycle license plates, just as they could do previously on their automobile plates. Hayes introduced the bill on behalf of motorcyclists who wished to use their ham radio-equipped bikes in civil defense/disaster relief work.

If you've got three weeks to spare next summer, and three weeks on a motorcycle roaming the Canadian Rockies and the Pacific Northwest appeals to you, then check in with Harry Jaako and John McEwen, founders of Canadian Alpine Motorcycle Tours, Ltd. Beginning May 6, 1981, they'll conduct five three-week tours that take riders from Vancouver up to the beautiful Jasper and Banff areas of the Canadian Rockies, then down to the U.S. on a stint through Washington and Oregon. Use your own bike or fly to Vancouver and rent or purchase one. For additional info, contact Reed's Travel, #202-325 Howe St., Vancouver, B.C., Canada, V6C 1Z7. Don't call here; Papa's gonna be busy negotiating for a three-week vacation next summer.

Want to see the Winston Pro Series challengers get the gas on? Then check out the TT races July 22-23-24 starting at Valley Raceway in Albuquerque, New Mexico then moving to Amarillo (Texas) Speedway and Devil's Bowl Speedway in Dallas, Texas. The Rolling Thunder Show will be heading back from the July 19 Ascot TT National on their way to the July 27 DuQuoin Mile National and the $5,500 up for grabs should buy a bit of gas.

Planning to race Laguna Seca? The promoters of the Aug. 2-3 road race have scheduled a practice day on Aug. 1, 9 a.m. to 4 p.m., for $25 per rider. Immediately following that practice session, AMA registration and tech inspection will take place at the Monterey Fairgrounds TraveLodge, 4-7 p.m.

The Citizens' Advisory Committee for the California Dept. of Parks and Recreation will discuss the Hungry Valley Vehicular Recreational Area in a July 23 meeting. Public may attend to make suggestions and ask questions. The meeting will take place at 7:30 p.m. at the Parnell Park Center, 10711 South Scott Avenue in Whittier, CA. If you can't make the meeting, you still may comment by mail or phone: Hungry Valley Planning Team, Dept. of Parks and Recreation, P.O. Box 2390, Sacramento, CA 95811, 916/322-7554 or 916/3[illegible] 7526.

A four-man team of American Speedway racers have qualified for the World Team Speedway Championships to be held Sept. 21 in Warsaw, Poland. The Americans finished second to a British foursome in the Intercontinental Final qualifying round, held July 5 in Voyens, Denmark, and thus earned the shot at the World Final. In the Intercontinental Final, which saw the top two teams advance to the World Championship event, the British edged the Americans

(Continued to page 44)

NATIONAL PAPERS

The weatherman can — and *does* — play funny games when it comes to racing. Over the Fourth of July weekend, the only place it rained and the wind blew was right on top of Topeka, Kansas

where the National half mile was to be held!

It not only knocked out the event until August, it also moved over the all-important $35,000 Winston payoff to the Ascot National TT next Saturday night.

Again this year, Winston will pay the amount to the riders that are in the top 10 at the halfway mark. That mark falls on the 19th of this month with every one of the 10 payoff spots still open to change. At least five additional riders are trying to move up on the ones that are already in a payoff position.

(PRESSTIME CORRECTION: AMA has since informed Cycle News that the mid-season Winston Pro payoff will be awarded based on the series standings prior to the postponed Topeka event. Hank Scott has earned top Winston bucks with Steve Morehead and Randy Goss taking the "show" and "place" positions. Either way, the Ascot TT will be a great show. Read on... Editor.)

The Ascot affair, as in past years, is really a double-header with the annual Gardena Gold Cup half mile running for big bucks on Friday night for the eighth year in a row. The next night is the 19th running of the National TT, plus a Junior TT "Invitational" sponsored by American Honda.

There's $35,000 additional dollars at stake plus a few additives, such as Gary Scott going back to the winningest TT bike of all time — his faithful Triumph that has won him eight previous TT National races.

Scott is tied for the all time TT win total with Dick Mann. Last year's Ascot winner, Steve Eklund, will try to break his win/tie with Bart Markel at six victories each and move into the all time fourth place notch all by himself.

Eklund rode a Yamaha 750 twin to the win last season and will probably be back on the same machine this year — still trying for his first win of the 1980 season.

The two previous National TTs this year at Houston and Chicago have produced winners aboard 500cc singles. Ascot should be a different story. Ascot is the biggest, fastest and also the most difficult at speed, over any other TT track on the National circuit.

Houston produced an upset winner in Kenny Roberts and Chicago's Santa Fe Park was an even bigger upset with flat tracker, Ronnie Jones the winner. Both times the machine was a Yamaha 500cc single.

No less than 10 different riders that have won National TT races in the past will be entered and trying for one of the 16 spots in the final. It doesn't leave much room for a luck-in ride by a rider with little TT experience nor for rookies. Three rookies made it to the final last year, but the best finish was a distant ninth.

In the past 18 Ascot TT events, dating back to the early '60s, only two riders have ever made a 500cc single run with the 750s.

Dick Mann rode a single to the win back in '63 for one of the biggest upsets of all time. Last year Rick Hocking rode a Honda single to second place, riding harder and faster than he has before, or since.

With 16 riders in the final, two more than they allow at Houston or Chicago, point leader Hank Scott may see his lead go down the drain if (1) he fails to qualify for the final, or (2) if he fails to finish in the top 10. Last year he ran sixth.

To add to the woes of the top-ranked guys going for the bonus is the fact that three time TT winner, Jay Springsteen is a set entry for the race. Jay returned to racing a few weeks ago at a half mile in Ohio and won it going away. At Houston, he was going for the win and fell, got back up and finished a closing fourth. He was not entered at Chicago. He was seventh at Ascot in '79.

Steve Morehead, one of the riders that can take over the point lead, by his own admission, is not fond of the Ascot TT track or TT events in general.

Alex Jorgensen, a one-time winner of the Ascot event and another rider near the top in the standings, did not qualify for the final there last year.

Randy Goss, a three-time National winner last year as a privateer, has yet to win a 1980 National as a full factory rider. He finished third at Ascot in '79 and, like Morehead and Hank Scott, has never won a National TT final.

On paper at least, it looks like it could be a big night for Gary Scott, Steve Eklund, Alex Jorgensen and the guys that will ride the 750cc twins. Mark down the factory twins of Springsteen and Goss as the darkhorse/outside favorites and the long shots to be anybody on a 500cc single.

It's going to be a long, rough night for point leaders Hank Scott and Morehead, so it seems.

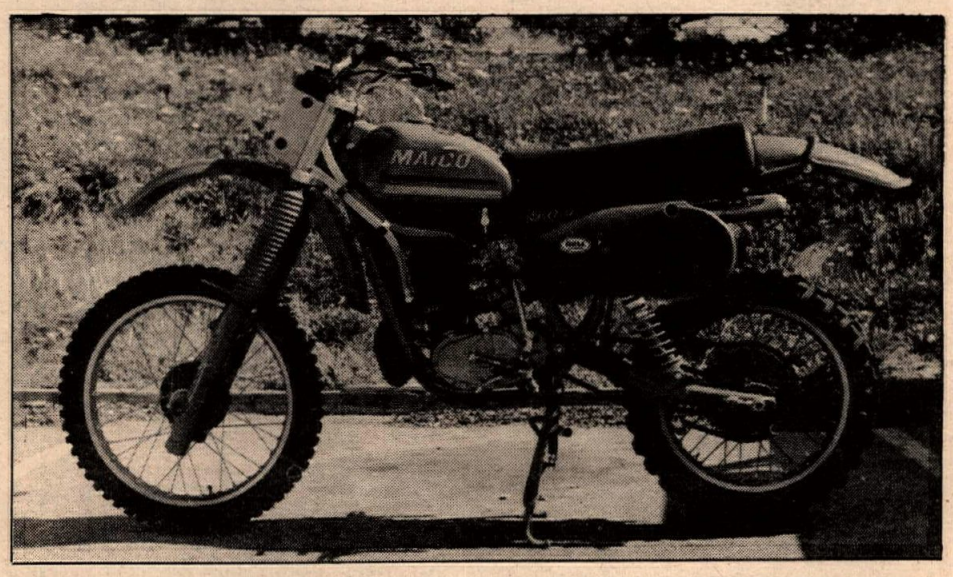
Either way, the best rider will win, and if it follows the TT pattern this year it will be an upset surprise winner. Of all the non-TT winners that are entered Randy Goss looks like the one most ready to win his first — if he can get by guys like Gary and Steve.

The Friday night half mile finds Gary Scott the defending winner.

It is also the only time during the year once again when fans can see a half mile one night and a TT the next. Remember, all street riders park free. (Thought I would throw that in due to inflation.)

Roxy Rockwood

Kent Howerton celebrated his 26th birthday at the Los Angeles Coliseum where he raced in the Coca-Cola Bottlers' Superbowl of Motocross. Wife Jill baked the cake and brought it from their home in San Antonio, TX for the California race.



Machinery specialist Bob Ottow got to playing around with his 504 Maico, and before he knew it, the project evolved into what you see here. The motor was bored out to nearly 600cc, and the cylinder water jacket was constructed with the aid of Leckich Tuning.

On July 13 at the L.A. Coliseum, the Victor McLaglen Motorcycle Drill Team led by Col. Harry Fisher (buried, but at the controls of this Harley-Davidson) set a new world's record by putting 22 men on one motorcycle.

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America's weekly motorcycle newspaper

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ON THE FRONT PAGE: *Cycle News/East* staffer Dan Mc Cauley tiptoes across the top of a waterfall aboard the subject of this issue's Impression feature, Can-Am's 250cc Qualifier. Photo by Oskar.

INSIDE

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VOICES

Thanks from a pavement scratcher

I'd like to express my heartfelt thanks to all those dedicated to keeping road racing in the U.S. alive. Each section of the country has its own organizers and promoters who, every year, try to better their own previous year's performance. With additional events and sweetened contingencies each new season, they serve to take some of the edge off the high costs inherent with racing today. Without the strong showing of organizations we are blessed with, I shudder to think where the "Fast Freddies" and "King Kennys" of the future would come from. It should be obvious by now that it is the "grassroots" clubs that are breeding the world class caliber riders that the U.S. has today.

The U.S. is inundated with high quality clubs on both the professional and semi-professional levels. The American Motorcyclist Association sanctions nearly 100% of all the Pro races. Nearly a dozen other organizations share the responsibility of putting together a formidable amateur and semi-pro schedule.

There is on association that stands out of the semi-pro ranks and that is the W.E.R.A. Dr. Peter Frank, his wife Patty and the rest of their cohorts in the Western Eastern Roadracers Association, have been unsurpassed in furthering the growth of amateur and semi-pro road racing. To praise each individual club would be far too time consuming, the racers and the people involved in those clubs deserve more than that anyway. Most of all, they deserve *support,* because the future is only going to be a greater challenge than anything they have chosen to tkae on in the past. The renewed interest that the major manufacturers have shown in road racing this year is, to say the least, a new spark of optimism. All hail to the future knee draggers of America.

MARK HOAG
Alameda, CA

D-37 Trailbikes — budget-minded racing

When racing a motorcycle in the desert is becoming more and more expensive, why not consider racing a Trailbike? You say "What's a Trailbike?" A Trailbike is what desert racers call the 0-100cc class.

The Trailbike class was born into District 37 racing in 1964 when it was thought that a budget class of racing was needed. It was the inexpensive class then and it can be today.

The most competitive bikes in the Trailbike class today are 1978 and 1979 Yamaha YZ125s with 100cc cylinders and heads slipped on. Yes, this is legal to run in District 37. In early 1978 the District 37 Competition Committee passed an interpretation on its rulebook allowing for such a change. The fine line comes on sleeving down a cylinder. Sleeving up or down is still not permitted. What is permitted is replacing the cylinder and head with manufacturers' cataloged replacement parts. Ask your steward about it.

A mint condition '78 or '79 YZ125 can be picked up for about $600 to $700 as compared to a 1980 YZ125G for somewhere around $1500.

A YZ100 cylinder, head and piston kit is all that is needed to convert. Suggested retail is $157.21 from your friendly Yamaha dealer.

After installing the parts, there are some minor adjustments to make. The carburetor main jet should be changed. We found that a bigger main jet was in order and attribute this to the fact that there is less velocity through the carburetor. Screw the idle screw in about a quarter of a turn. This seems to eliminate the pause right off idle.

The timing should be changed to 100cc timing at 1.4mm BTDC.

Should you not have the time or the knowledge to do this, you can get the conversion done for a nominal fee by former Trailbike number one Charlie Hamill, Jr. at Charlie's Raceway Cycle, 17401 Nichols St., Huntington Beach, CA, 714/842-1122.

JEFF ROBBINS
Hesperia, CA

The real Mr. Know-It-All stands up

In the Voices column of your June 18 Western edition of *Cycle News* Mr. Jim Gianatsis fired a verbal barrage of journalistic counterattack against Mr. Dick Miller of *Motocross Action* Magazine. In his haste to even the score Jim committed the most grievous editorial mortal sin. I was appalled to read that in no less than two instances in his reply he attempted to bestow my noble title (Mr. Know-It-All) upon the besieged Mr. Miller. I am compelled to set the record straight once and for all. Enclosed you will find a copy of the certificate of registration Number 108-1658 from the United States Patent Office that assigns the trademark of (Mr. Know-It-All) to Victor A. Krause for a period of the next 20 years.

Please advise Mr. Gianatsis that he treads on thin legal ice when he trifles with my esteemed title. He can refer to Mr. Miller by any name that he chooses but unless he is prepared to start sending me royalty checks he had best refrain from the use of my esteemed trademark. He should have known!!

VICTOR A. KRAUSE
Krause Racing
Northlake, IL

Vic, a man of your title should know that we all make mistakes. Papa Wealey thought he *was Mr. Know-It-All until he saw your accompanying patent documents. Cycle News staffers are now referring to the old gent as "Mr. Know-It-Almost"... Editor.*

USGP winner sez thanks

I would like to thank Laurens Offner and sponsors LOP Racing, Yamaha Motor Corp., Simons Forks, Esprit Boots, KRW, Super Seer, Daystar, Hallman, AMA, and White Brothers for all their support.

Also, a special thanks to Roy Weaver for a most inspiring letter.

MARTY MOATES
San Diego, CA

P.S. LOP has shown the world what privateers can do!

CRC clarifies confusion

We would like to clarify some of the confusion that has arisen over the interview Rex Reese conducted with Mike Goodwin. Our offices have received several calls asking us about the death and paralysis victims at our stadium events. We would like to point out that in both instances California Racing Club was *not* the promoting organization. Mike stated that he does not run the amateur events, that he leases "the track out to one like CRC." He then goes on to explain the two serious accidents. If you read the article carefully you will notice that Mike does not say that CRC was the promoting organization, it's the sequence of statements that make it look like us.

CRC has promoted one amateur Supercross event at Anaheim Stadium. We redesigned the obviously dangerous parts of the track and paid the contractor for these changes. We had more than 700 entries racing from noon to 9:30 at night. There were no serious injuries. Mike Goodwin and the management at Anaheim Stadium were extremely pleased with the event. As a result we have signed a contract to do all the amateur Supercross events for Mike Goodwin. Like Mike said in the article "you can't always shop price you've got to shop quality."

We hope this clarifies some of the confusion in an otherwise excellent article by Rex Reese. We're extremely proud of our reputation for promoting safe well organized events. We'll see all you amateur Supercross racers at San Diego Stadium on October 26, 1980 and again at Anaheim in January 1981.

JERRY McNEAL
JACK BARBACOVI
California Racing Club

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Barnett Barnstorms Washougal.

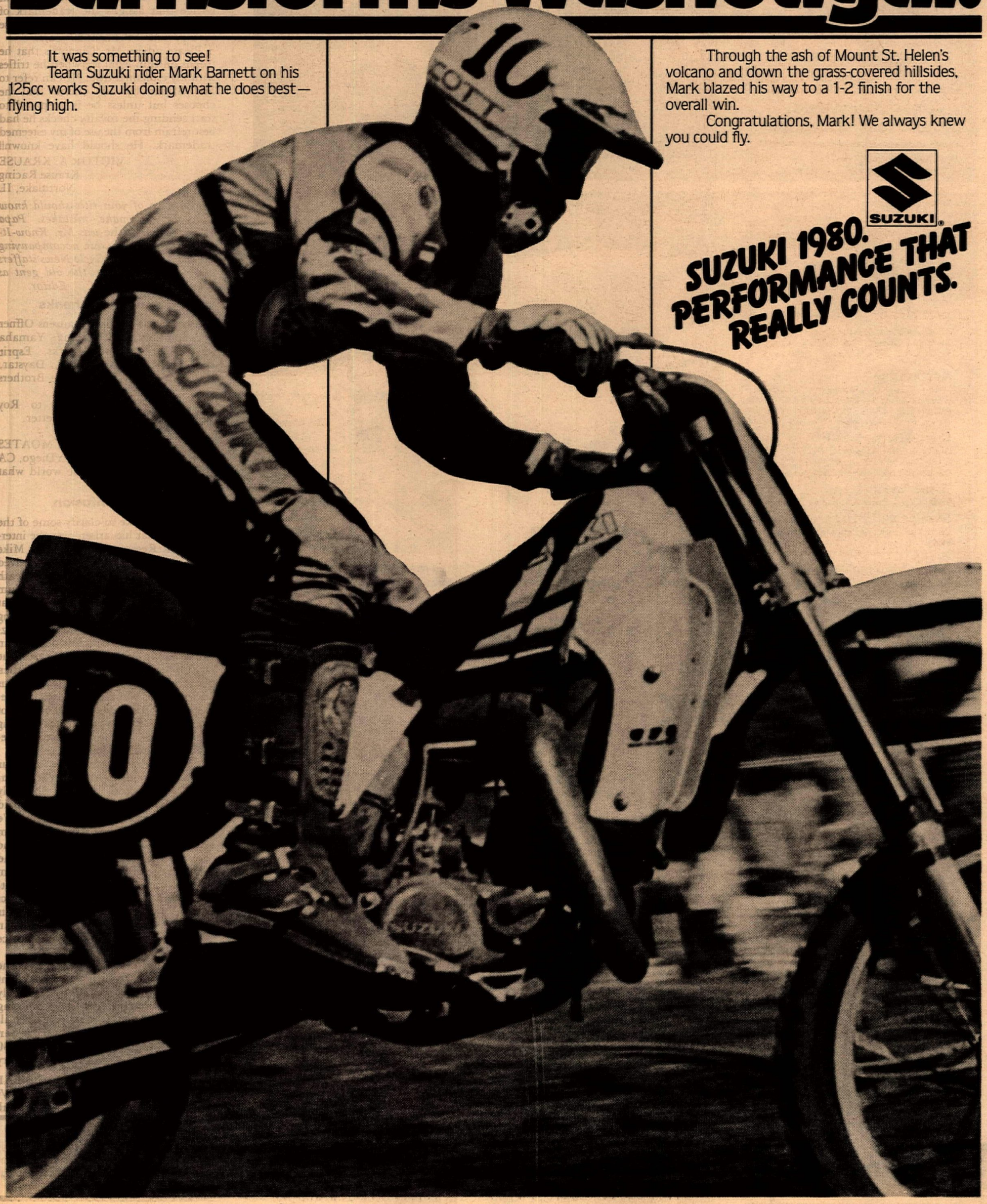
It was something to see!
Team Suzuki rider Mark Barnett on his 125cc works Suzuki doing what he does best—flying high.

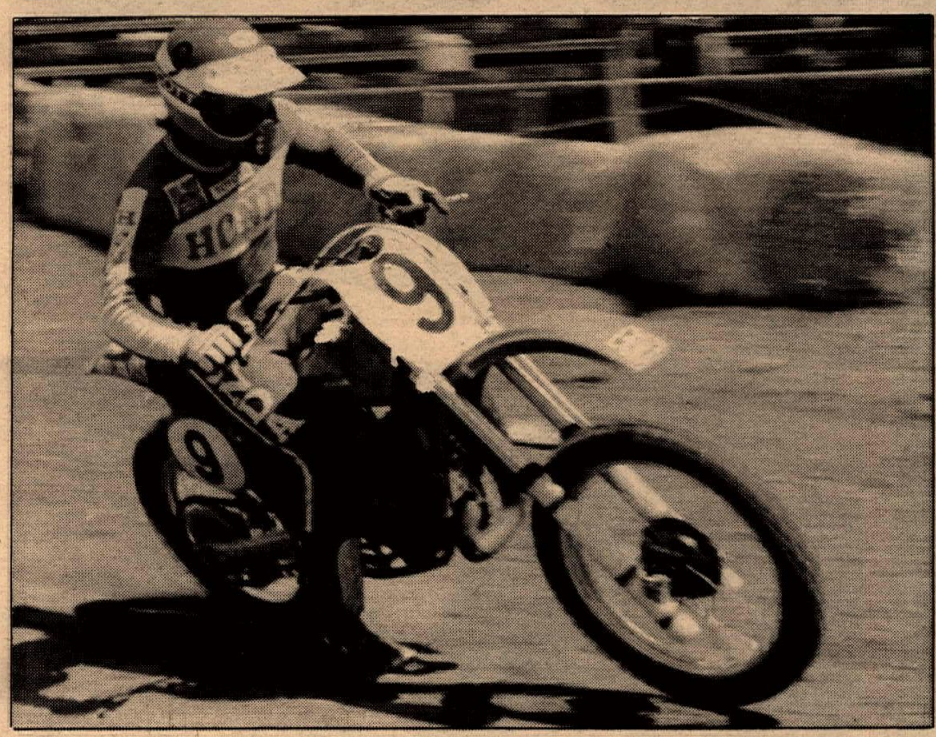
Through the ash of Mount St. Helen's volcano and down the grass-covered hillsides, Mark blazed his way to a 1-2 finish for the overall win.

Congratulations, Mark! We always knew you could fly.

SUZUKI

SUZUKI 1980. PERFORMANCE THAT REALLY COUNTS.





(Clockwise from top) Donnie Hansen leads midway through turn one in Saturday night's main with Donnie Cantaloupi (23), Marty Smith (26), Broc Glover (11) keeping him company. Bell beat teammate Glover in both Saturday's and Sunday's heats. Wise broke while third Saturday and claimed fifth Sunday.

AMA Supercross Series: Rounds 13-14

Two-fisted Superbowl grab by Glover

By Mark Kariya
Photos by Charles Morey and Kariya

LOS ANGELES, CA, JULY 12-13

"I've never ridden one of these (Superbowls) and I thought it'd be kinda nice to do well," said Broc Glover after riding to an uncontested win in Saturday night's portion of the Coca-Cola Bottlers' Superbowl of Motocross IX in front of over 41,000 fans at the Los Angeles Memorial Coliseum.

And in Sunday's race, he held on with a broken frame and front hub to garner his third-ever AMA Supercross Series win. "You know, I really enjoyed last night a whole lot, but his night kinda just caps off last night," he mused afterward.

The ninth running of the Superbowl was a two-day affair for the first time. On Saturday night, racers raced around the track in a counter-clockwise direction. Sunday afternoon's program called for a change of direction.

Several riders, however, voiced displeasure with the track, no matter which direction run, saying it was too fast and/or too hard on equipment.

Mike Bell, who retained his Supercross Series points lead, said, "It's more like a dirt track course than a motocross."

Yamaha Team Manager Ken Clark exclaimed, "You could put Kenny Roberts on this course on his TT bike, and you'd never catch him!"

Said Chuck Sun, "There's nothing to it. You just go wide open. There's just fast straights and jumps. You hold it wide open and then *oomph*, you land *so* hard just to shave a *few* fractions of a second."

On the other hand, Glover shrugged after Sunday's final event and claimed, "I really liked the track, and I think most of the riders do. It was starting to get dangerous, and I think in the final, the track was a lot better than before (changes were made to the track)."

Promoter Mike Goodwin, after learning of the riders' feelings and seeing several riders go down hard, had parts of the track modified to remove dangerous areas.

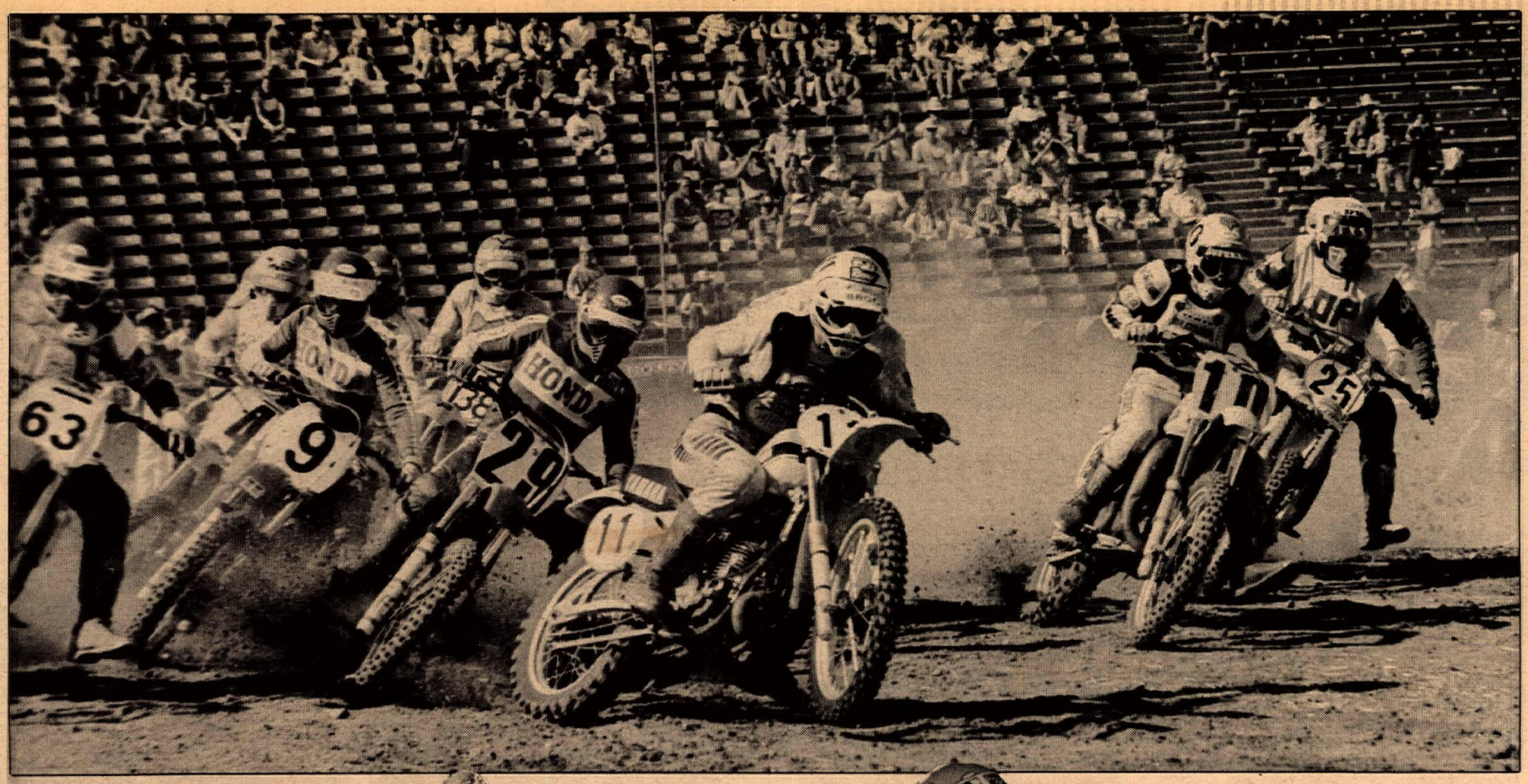
Saturday

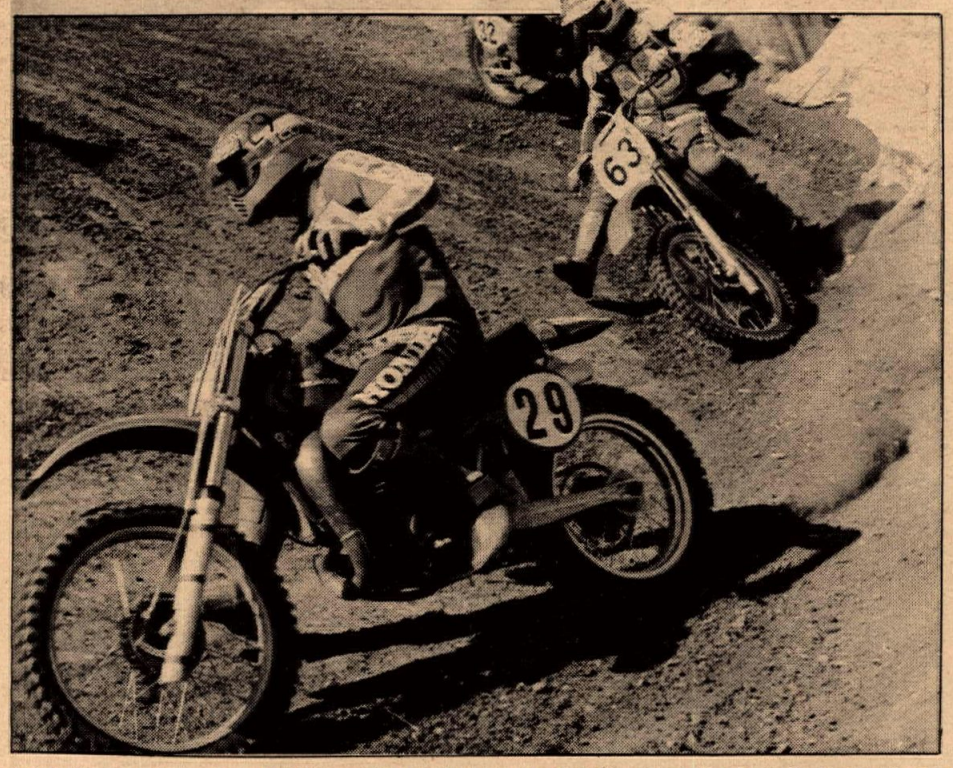
Honda's Donnie Hansen, with the nickname "Holeshot" on his leathers, got one to lead the first qualifier. Current Supercross point leader Mike Bell lurked in second aboard his factory Yamaha, though, and when the pipe split on Hansen's bike, Bell closed the gap, passing him in the Tornado on lap five.

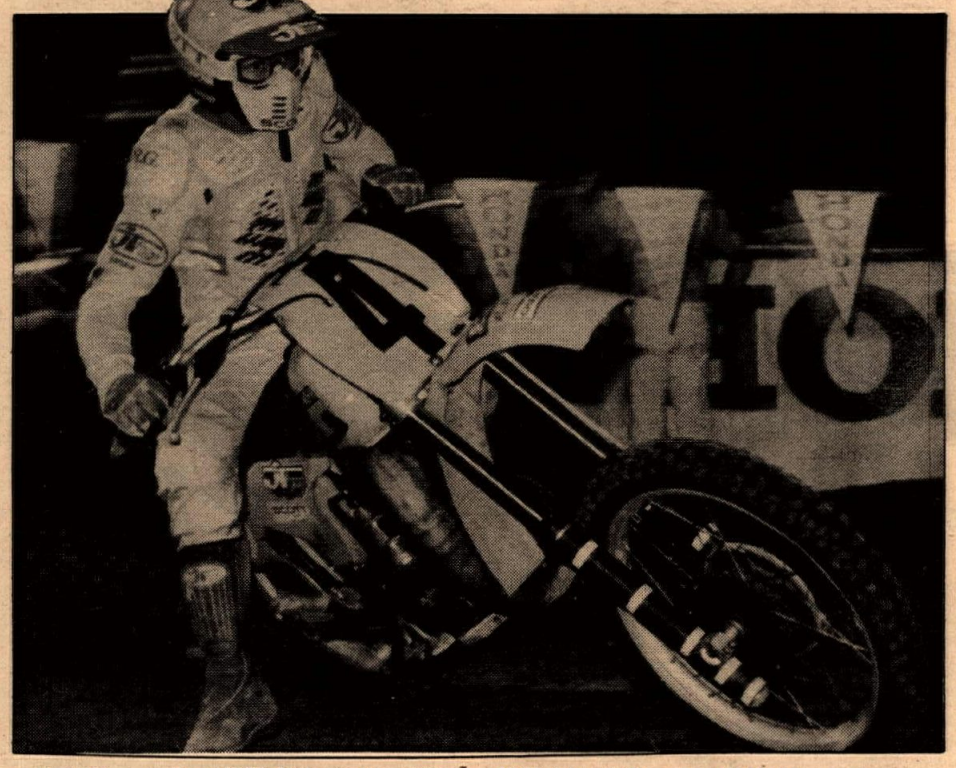
The split opened further as the race progressed, visibily dropping the power on Hansen's bike, and Bell's teammate Broc Glover sailed past Hansen a few laps later. Jimmy Ellis on a Yamaha and Gary Semics on an LOP Yamaha rounded out the top five who transferred directly to the final.

New 250cc National Champion Kent Howerton was never headed in the second qualifier, but Yamaha's Marty Tripes, twice a Superbowl winner, made sure the Suzuki teamster didn't make it a runaway win. Honda's Jim Gibson and Yamaha's Donnie Cantaloupi finished third and fourth while U.S. Norstar/Kawasaki rider Goat Breker got by Team Race Ready Honda-mounted Jeff Jennings on the last lap for fifth.

Honda's Steve Wise and Chuck Sun jumped to the front on the third qualifier. Sun, however, stalled his bike at the top of the Tornado and was back in the pack by the time he was able to restart.







(Clockwise from top) Glover slides through the first turn in Sunday's main followed by Chuck Sun (63), Wise, Jim Gibson (29), Mark Barnett (10), Howerton, Pete Wanket (138), Mike Bell (hidden by Glover) and Marty Moates (25). Howerton placed second Saturday, sixth on Sunday. Gibson shot by Sun early in Sunday's main but couldn't shake him.

Maico-mounted Steve Stackable and Mike "Downtown" Brown on an LOP Yamaha fought over second position for the first half of the race. Sun, in the meantime, was busy with a magnificent comeback ride that saw him pick off Stackable for third on lap seven. Brown was able to hold him off only a little while longer, finally succumbing to Sun's charge as they went up the Tornado on lap nine.

So, the Honda teammates started and finally finished one-two followed by Brown, LOP's Steve Martin and Stackable.

Defending Superbowl Champion Mark Barnett and his Suzuki teammate Marty Smith shared the holeshot in the fourth qualifier. Barnett, who chose to ride the older, proven twin-shock works bike rather than the single-shock Floaters like his teammates, began opening a lead by the end of a lap, leaving Smith to contend with Kawasaki's Warren Reid.

Though he stalled momentarily at the Tornado on lap three, Reid caught back up to and passed Smith on lap seven, and when Barnett lost his chain a lap later, Warren went into the lead. Carlsbad USGP winner Marty Moates was third on his LOP Yamaha followed closely by Suzuki's Danny LaPorte and Barnett.

Arlo Englund on a Vickery Yamaha took the first semi after disposing of early leader Jennings who stayed with him the entire 10 laps.

In the second semi, Suzuki's Darrell Shultz took over on the second lap and cruised to the checkered ahead of LOP's Kippy Pierce.

The consolation race belonged to Kawasaki's Jeff Ward who handily defeated teammate Gaylon Mosier, Yamaha-mounted Mickey Kessler and Billy Grossi on a Husky.

The stage was set for the main which looked to be a showdown among Bell, Howerton, Sun and Barnett. When the gate dropped, though, Glover scooted out front with Hansen, Howerton and Wise.

"About three of us went in side by side, and I came out of the last one (jump) a little bit ahead," said Glover later. "I jumped a little farther off the last jump."

After that initial sorting out, it was just a matter of riding around and holding on to the finish, though he was bothered with front suspension problems in the later stages of the race. "The front end started coming loose. I couldn't even believe it, and I thought, 'Oh my God!' I had the worst feeling I was gonna break, I don't know why, you know, it's kind of a psychological thing. Right here in front of everybody I was gonna break."

He kept it together long enough to go the distance untouched, though, for his second Supercross win.

Much more happened in back of Glover. While holding third behind Glover and Hansen, Wise was forced out when his front spokes broke on lap three and he left the track bitterly disappointed.

Going at it for fourth were Sun, Tripes and Cantaloupi. Tripes and Cantaloupi hit each other off a jump after the Persityle. Cantaloupi dropped back and Barnett came up for his spot, followed by Bell a short distance behind.

Barnett and Bell were ready to push the pace. Barnett passed Tripes on lap 13 with Bell following suit a lap later. Both went by Sun who later admitted that on this night, he wasn't going to stay with them.

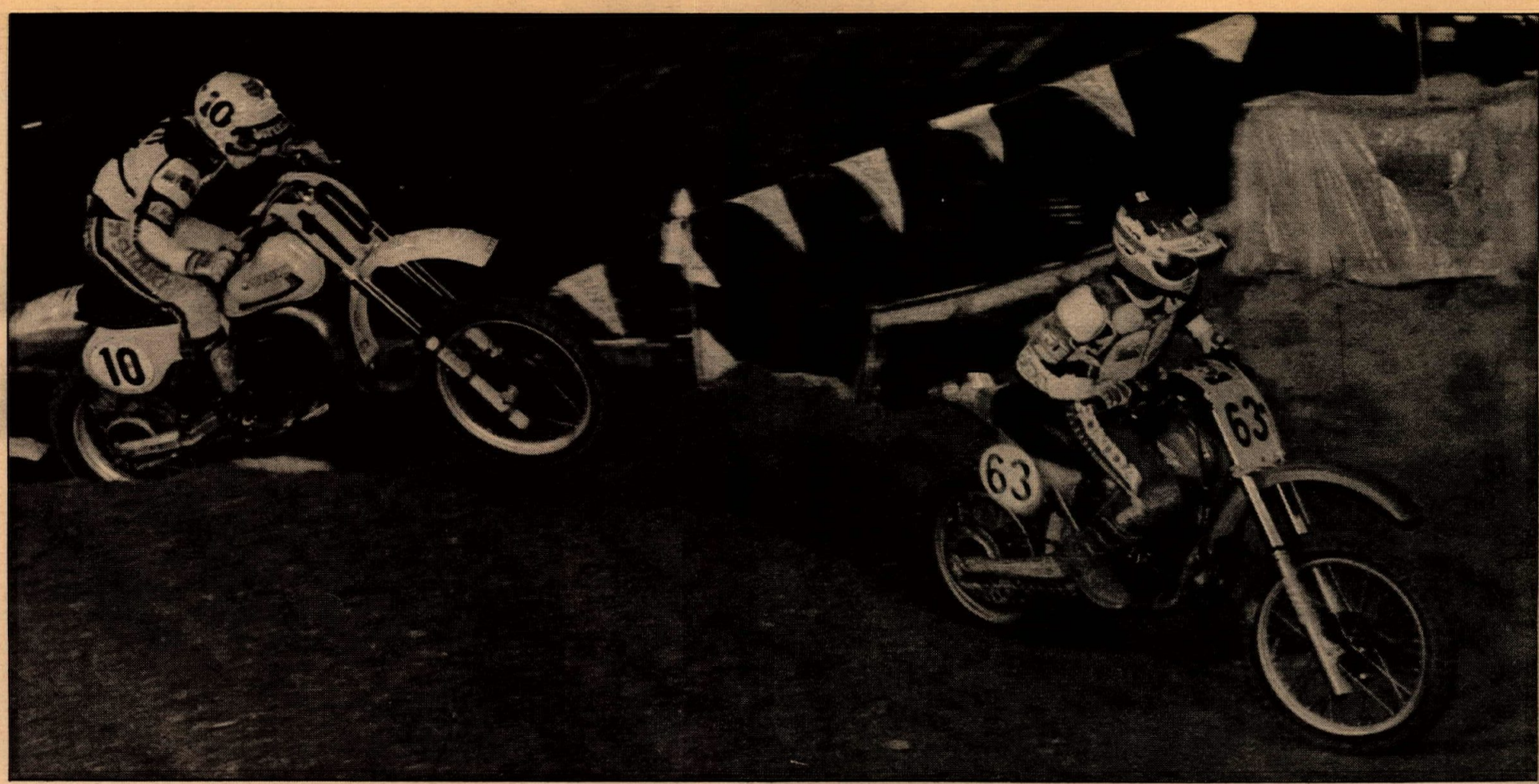
Howerton, in the meantime, had been steadily moving up on Hansen and finally got him at the Tornado on the white flag lap.

"At the Tornado, I came out of the groove, and when I started staying in the groove, staying high, I screwed up and went outside," Hansen related afterward, a trace of disappointment in his voice.

After Sun in sixth, it was Marty Smith, Tripes, Ward and Shultz rounding out the top 10.

Sunday

The track was prepared to run clockwise for Sunday afternoon's race. Still, grumbling could be heard in the pits regarding the track, centered mostly around the smoothness and high speeds or the many bike-breaking jumps.



(Top) Barnett closes on Sun early in Saturday night's final. Barnett finished fourth, Sun sixth. (Above left) Marty Tripes placed 8-10. (Above right) Cantaloupi dueled with Tripes for a while in Saturday's main.

There were reports of riders prepared not to ride until the track was changed. It was changed by bulldozing more of the track level.

In the first qualifier, Glover went out and looked like he was taking up where he'd left off the previous night by nabbing the holeshot. Right behind him, though, Bell had other ideas and cut underneath in the left after the Peristyle taking away the lead on lap two. They stayed glued to each other for the rest of the race but Glover couldn't find a way past Bell.

Cantaloupi finished third while Steve Stackable held off Yamaha Support rider John Day for fourth.

Jim Gibson won the second qualifier with no trouble. Howerton, runnerup from lap two, landed hard off a jump in the last part of the race and knocked the wind out of himself. He slowed to recuperate which let Jimmy Ellis catch up to him. Howerton kept Ellis at bay with Pete Wanket on a Moto-X Fox Yamaha and Team Dynamic Yamaha pilot Kip Bigelow behind them.

The Honda duo of Sun and Wise led the start of the third qualifier. Wise double-jumped a section in the south straight then almost ducked under Sun as they went down the Tornado. Sun shut the door, though, causing Wise to stop momentarily and lose ground.

After hounding him a few more laps, Wise settled for second. Another Bigelow brother, Kris, held off Mickey Kessler for third as Lenny Giger on a Moto-X Fox Honda (who got by briefly on the last lap at the Tornado) staved off Gaylon Mosier for fifth.

The race took on a rather grim aspect when Maby McIntyre and Jimmy Weinert, both on Yamahas, went down hard at the end of the south straight early in the race. After some time on the ground, Weinert was helped away, battered and bruised. McIntyre was not hurt badly. The straight, with its high-speed double jumps, would fell several more riders before the day's end.

Barnett blasted away from the gate quickly in the fourth qualifier, but Reid almost as quickly snatched the lead away. Moates was close behind.

Reid got out of shape in the south straight on lap three. Barnett pounced immediately to put Reid in arrears. Reid's concentration apparently suffered a bit because a lap later in the same spot, he looped his bike letting only Moates go by before remounting.

In fourth at the flag was Shultz with Tripes just ahead of LOP's Gary Semics for fifth.

Suzuki's "Radical Ron" Turner led all but a portion of the first semi. Unfortunately for him, teammate Marty Smith led the most important portion when the checkers fell. Smith proved to be a charger and came up from the pack to do it.

In the second semi, Kawasaki teammates Chappy Blose and Mosier battled for the lead with LOP's David Taylor tagging along a few lengths behind.

Mosier jumped past Blose after the midway point in the race and Taylor slipped by two laps from the end.

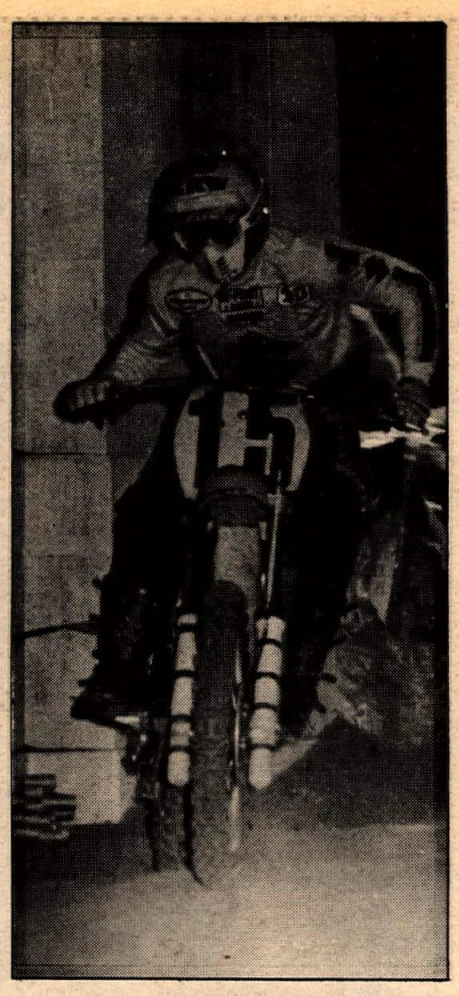
The double jumps in the south straight caught another rider in this race. Bill Jewell crashed heavily there and though quite dazed and sore, reportedly suffered no serious injuries.

After the second semi, while bulldozers leveled some of the south straight's jumps as well as one at the head of the north straight, promoter Mike Goodwin conferred with Weinert and AMA referee Butch Lee on what to change about the track, where and how.

Yamaha Team Manager Ken Clark remained unimpressed with the track layout, however. "It's just inane; it's ridiculous," he said. "They tried to cure every problem. They've succeeded in almost approximating the Ascot TT (National) next week!"

After bulldozing, watering and two slow laps of practice, the consolation race went off. Brighton KTM's Boo Stichter got the holeshot but fell at the Tornado letting LOP's Kippy Pierce, Moore and Sons Husky rider Billy Grossi and PCP Yamaha's Dave Wood past. Stichter eventually placed ninth.

Clark Jones on the Standard Crank-sponsored Husky advanced to third



(Clockwise from top left) Donnie "Holeshot" Hansen had a good effort Saturday night, ending up third. Darrell Shultz blasts through Peristyle. (From left) Butch Lee, Jimmy Weinert and Mike Goodwin discuss track layout. Glover was the happy winner of both races.

with LOP's Jeff Surwall and Wood trailing.

Almost all of the prime contenders for the Supercross title were in the main, setting up another potentially super race on the second day of the Superbowl. It appeared to be Glover's weekend, though, and he slid around the first turn in front. "I got an excellent drive off the gate and from there..."

From there, no one got between him and the checkered. Sun and Gibson were right behind followed by Barnett, Bell and Wise.

Things changed a bit up front on lap two. "It took me a couple laps too long (to do the double jump in the south straight)," Sun related later. "I was in second and saw Broc jump it and waited one lap too much and Jim passed me.

"Once I let him go by, then I started jumping it and I got right on him, but you can see it, there's just no place to pass out there. There's just one fastest groove."

It indeed seemed that was as there was no passing in the front-running trio after lap two, though Sun never let Gibson get away.

Barnett went out on lap four as the chain wouldn't stay on. His retirement moved Bell and Wise into fourth and fifth. Bell rode a remarkable race. Despite jamming his knee in the first turn so it was painful and swollen, he motored on and even closed ground on Sun in the last half of the race.

Cantaloupi managed to hold off Howerton until several laps from the end when he slipped a bit wide coming out of the Tornado. Shultz, Mosier and Tripes rounded out the top 10.

Glover's win was even more laudable when he pointed out that his frame was broken at the bottom of the steering head and his front hub was cracked in two places.

"At the beginning of the race, I thought for sure I wouldn't finish, but my mechanic watched real close, and he told me he thought it was okay and just go for it," said Glover. "You hate to do that, just go until it breaks, but it paid off."

Sun agreed that the track was unduly hard on both bikes and bodies. "We were busting wheels all over the place," he said. "My back's just hurtin'."

Several bikes limped into the pits with wobbly rear wheels revealing components near collapse.

After the conclusion of the main, a special four-lap match race pitting Saturday's and Sunday's winners was to have been held. Glover, however, did not want to race a broken bike so the runnersup from both races, Howerton and Gibson, were matched.

Gibson got the jump out of the gate and at the end of the first lap, was about five lengths ahead of Howerton.

Though he appeared to be playing it safe and not doing spectacular double jumps like Gibson, Howerton slowly closed the gap to two lengths by the white flag.

As they went through the left after the Peristyle, Howerton quickly shot underneath Gibson for the lead.

Gibson kept it dialed, though, and blasted right back by in a move that the crowd roared their approval to. Howerton slipped over a small berm to squelch any other chances of passing, and Gibson flew past the checkers $1,000 richer. ●

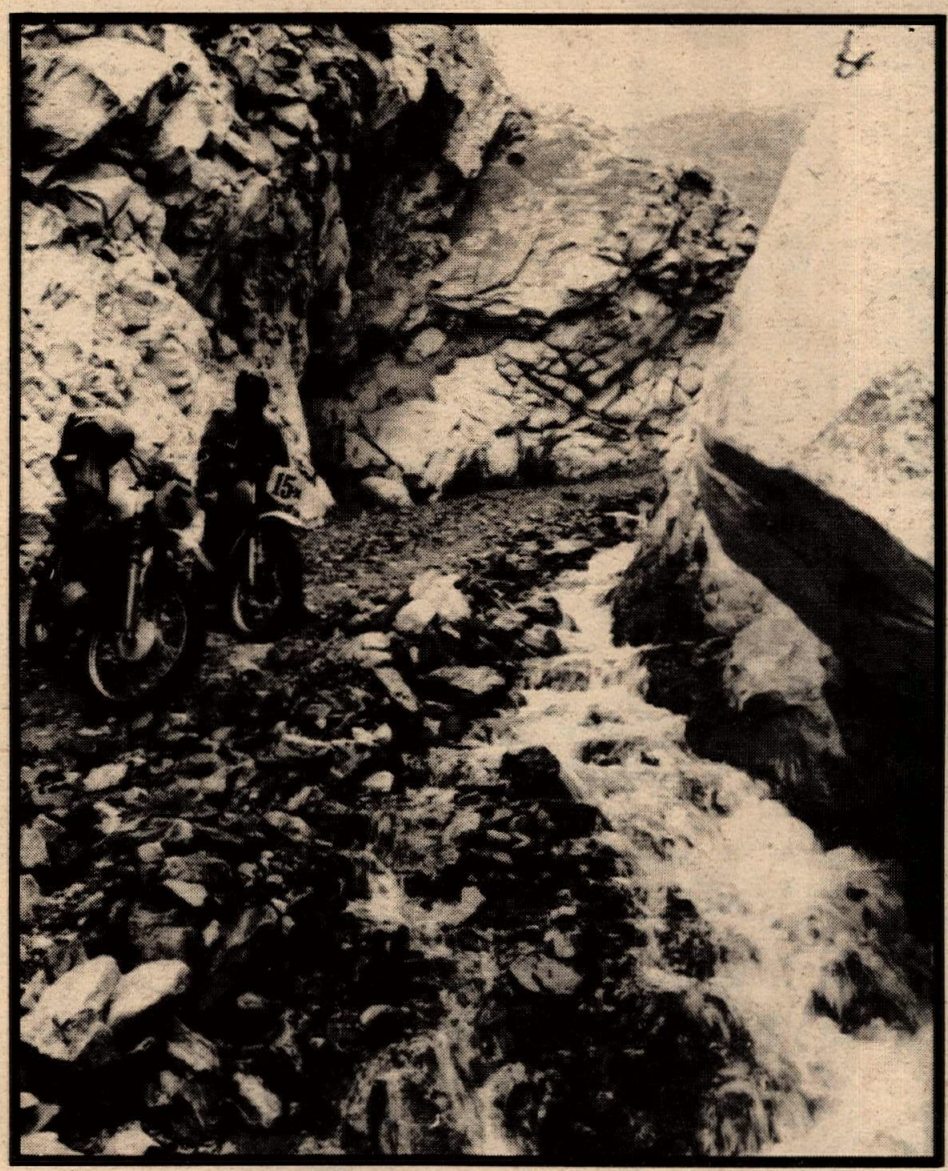
Results

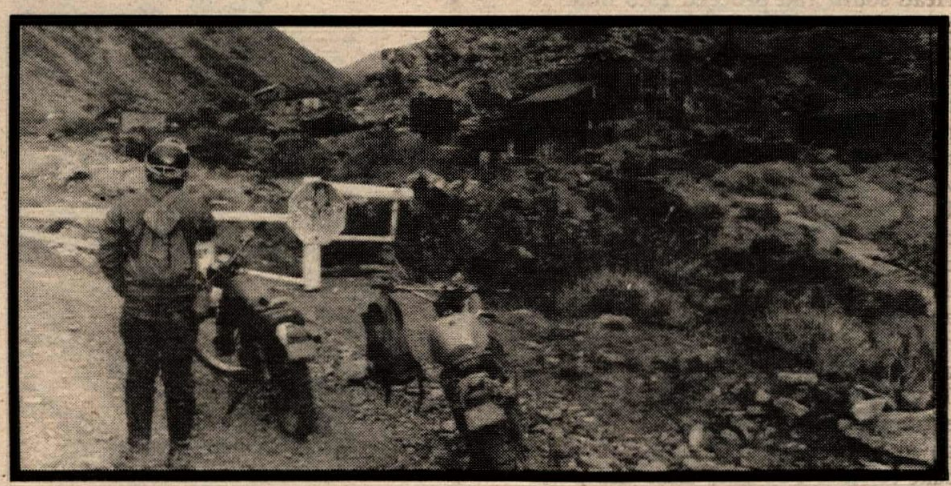
SATURDAY: 1. Broc Glover (Yam); 2. Kent Howerton (Suz); 3. Donnie Hansen (Hon); 4. Mark Barnett (Suz); 5. Mike Bell (Yam); 6. Chuck Sun (Hon); 7. Marty Smith (Suz); 8. Marty Tripes (Yam); 9. Jeff Ward (Kaw); 10. Darrell Shultz (Suz); 11. Kippy Pierce (Yam); 12. Warren Reid (Kaw); 13. Arlo Englund (Yam); 15. Jimmy Ellis (Yam); 16. Marty Moates (Yam); 17. Jeff Jennings (Hon); 18. Mike Brown (Yam); 19. Steve Stackable (Mai); 20. Steve Martin (Yam).

SUNDAY: 1. Broc Glover (Yam); 2. Jim Gibson (Hon); 3. Chuck Sun (Hon); 4. Mike Bell (Yam); 5. Steve Wise (Hon); 6. Kent Howerton (Suz); 7. Donnie Cantaloupi (Yam); 8. Darrell Shultz (Suz); 9. Gaylon Mosier (Kaw); 10. Marty Tripes (Yam); 11. Mickey Kessler (Yam); 12. John Day (Yam); 13. Lenny Giger (Hon); 14. Ron Turner (Suz); 15. Steve Stackable (Mai); 16. Mark Barnett (Suz); 17. Pete Wanket (Yam); 18. Marty Smith (Suz); 19. Jimmy Ellis (Yam); 20. Kippy Pierce (Yam); 21. David Taylor (Yam); 22. Arlo Englund (Yam); 23. Marty Moates (Yam).

SUPERCROSS SERIES POINT STANDINGS: 1. Mike Bell (316); 2. Kent Howerton (289); 3. Chuck Sun (280); 4. Mark Barnett (242); 5. Broc Glover (233); 6. Jim Gibson (207); 7. Steve Wise (158); 8. Warren Reid (136); 9. Brian Myerscough (128); 10. Donnie Hansen (127); 11. Darrell Shultz (116); 12. Donnie Cantaloupi (106); 13. Marty Tripes (100); 14. Marty Smith (99); 15. Jeff Ward (92); 16. Rex Staten (84); 17. Danny LaPorte (76); 18. Arlo Englund (62); 19. Jimmy Ellis (60); 20. (TIE) Rick Burgett/Larry Wosick (45).

Back through time in The Panamints





(Above left) A stream alongside the trail at the seven-mile mark in Surprise Canyon. (Top right) Melting adobe walls mark the passage of time since Ballarat's hey days. (Above right) The Radcliffe Mine is an impressive sight, but you need written permission to go beyond the gate.

By Donald E. L. Betsworth

Photos by Donald W. Betsworth

The Panamints. Forming the west wall of Death Valley they were an awesome barrier to any traveler. They still are today. Looking somewhat like a lunar landscape, they are a scooter rider's delight. To describe a ride in them is a little difficult. Mix together your favorite enduro, with rocks and dust, a little solitude, some picture postcard scenery and you'll be pretty close.

Use a ghost town as a base, ride to another, ride up and down several hair raising canyons, then go up and over the mountains and look down or ride into the vast expanse of Death Valley. Let your mind slip back into time and visualize your old scoot as a rickety freight wagon, pulled by a passle of smelly and cantankerous mules. Ascend and descend some examples of native ingenuity and masterful engineering of the old time road builders. Travel some roads that have existed (regardless of what the BLM says) for 130 years and only see a handful of vehicles a month. I have been here four times and have never seen another motorcycle except the ones in my group.

Almost every mile of road, trail or by-way you'll use can be steep, up or down, rocky, sandy or slick as a layer of grease over glare ice. Of course, this changes with the whims of Mother Nature and the county road department. Some of the roads had just been worked over by the county boys but 25% were still a near disaster. In 1978 a high clearance Baja Bug couldn't get within a mile of the entrance of Goler Wash, but this year — well, I'll cover it later.

The entire area is a historic wonder. To really do the Panamints justice you would need several weeks. This trip will just cover a few of the highlights. We'll see Ballarat, Panamint City, Surprise Canyon, Pleasant Canyon and Goler Wash. I'll relate a little history of the area and add a tidbit or two of its colorful inhabitants. Most are long gone, but a few new ones are around. I met "Seldom Seen Slim," Ballarat's most famous dweller, in 1967 just a few months before he died. I treasure that meeting, as we had a nice chat and I took a photo of Slim and my then young son. The photo is to me, priceless. Last year my group ran into "Hole In The Head Fred," "Dirty George" and the Jones family.

Ballarat was named after an Australian gold camp and came into being around 1897 as an 80-acre townsite. Mining had been conducted in the area since 1850 and a few towns had been founded, then abandoned. Most have disappeared, save for a few foundations. New found ledges of silver caused a boom and miners again flocked to the region. Living in the rocky and narrow canyons was a chore and a bit risky, thus the reason for Ballarat. At its peak 500 called this hot and dusty place home. Once it contained a two story hotel, a Wells-Fargo office, and of course a dozen saloons. In 1899 it even boasted of its one room school house. Here in this rough and tumble town, family life was tough. The school lasted only one year. Ballarat's decline started in 1905 with the closing of the Radcliff Mine (sometimes spelled Ratcliff).

As 1917 rolled around the last saloon closed its doors and the colorful owner, Chris Wicht, retired to his home in Surprise Canyon. Uncle Sam shut down the post office and Ballarat began to fade into the dust. "Seldom Seen Slim," a real desert rat, hit here about this time and later for many years was the town's only resident. Slim, born Charles Ferge, went to the big gold mine in the sky at the age of 87 and is buried in Ballarat, on the edge of town. Read the epitaph on his tombstone. It tells Slim's whole life in one brief sentence.

All that is left now is one old concrete block building (the home of the Jones family), several adobe and wood hovels slowly melting into the sand, one fairly new one hole outhouse and of course the cemetery. Ma and Pa Jones have taken Slim's place and are now Ballarat's sole inhabitants. The town is set on the edge of an usually dry lake. After heavy rains it sometimes holds a foot or so of the stuff. At one time eons ago, the entire valley was under 900 feet of water. Ballarat was declared a State Historical Site in December of 1949.

To find the site, first find Trona on the Trona-Wildrose Road. Then continue north for 20.7 miles. Watch carefully for the turnoff, it's easy to miss. The sign is occasionally missing and to find it in the dark can be a problem. Turn right and proceed 3.6 miles across the dry lake to the town. If you can't get across go north about nine miles to the Indian Ranch Road, and take it down to Ballarat. This piece of road can be very rough. If you decide to stay in the town it will cost a

buck a night, but Ma Jones will keep an eye on your vehicle and gear so it's well worth it.

After setting up camp take a short shakedown ride up Pleasant Canyon. It's easy and will give you a small taste of the road conditions. At the main intersection in beautiful downtown Ballarat, head northeast toward the mountain. At the first fork go right and continue up the canyon. On the way you'll pass the Gold Bug mine on the right side. There is a stream in the canyon that may give some riders a small problem. After 6.1 miles a gate will bar your way. Ahead, the buildings you see are the remains of the famous Radcliff Mine. On many maps it is called Clair Camp. It has been in the Clair family since 1912 and you need their *written persmission* to go through. Don't hassle the caretaker — he's just doing his job. Years back it was possible to continue up the canyon to the crest turn south and exit out South Park Canyon. Several years ago South Park was washed out and is now impassable. On our ride it started to rain at the four-mile mark and by the time we hit the gate it had turned to snow. One of the owners was on the property and we could have continued with his permission but the amount of snow changed our minds. Maybe next time.

After returning to camp we made our bikes ready for the next day. At this time the wind really kicked up and keeping the sand out of my Vodka Gimlet was a chore.

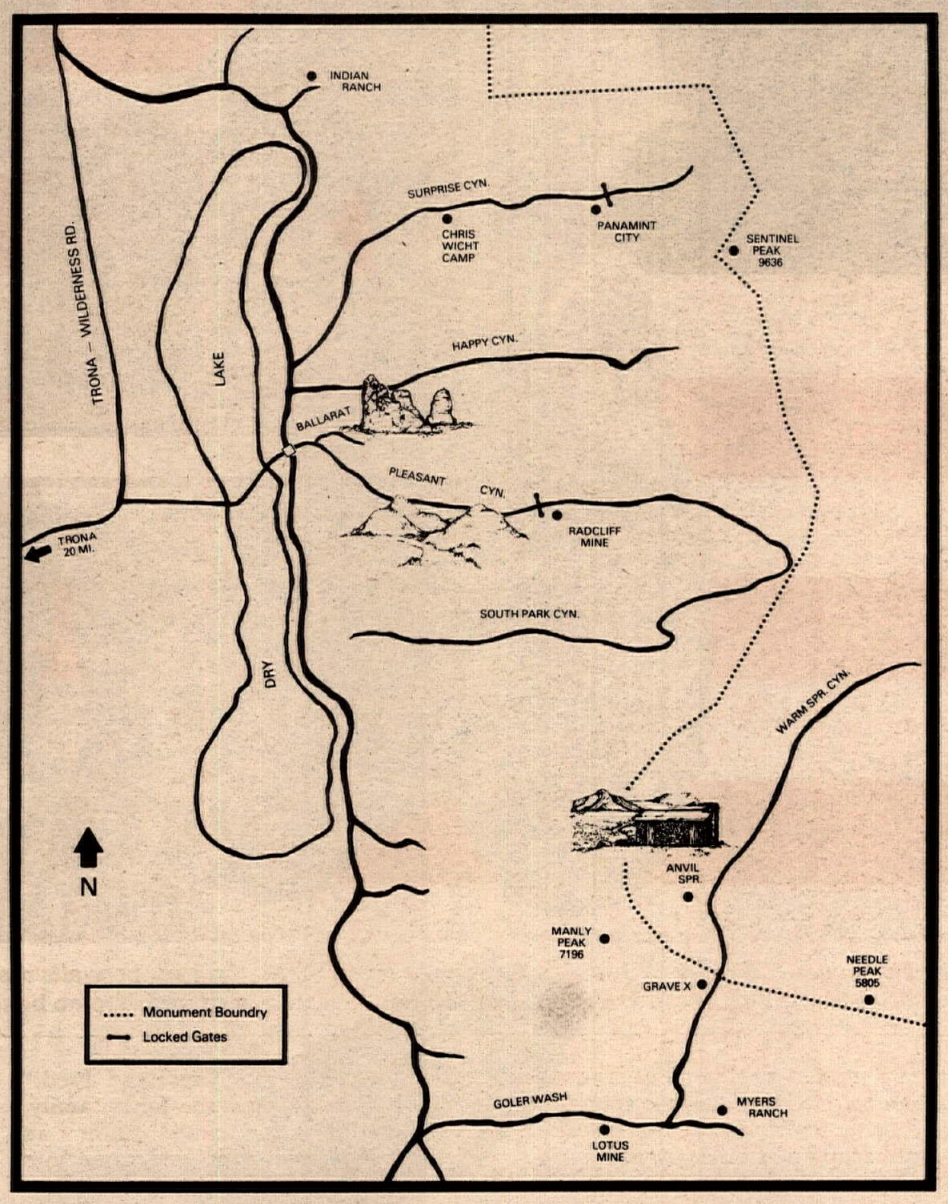
The next morning dawned bright and clear and we took off to Goler Wash and a peek into Death Valley. Head south and proceed 15.3 miles to the turnoff to the wash. Goler is one of the few vehicle ways across the Panamints except by foot. At this junction turn left and head east up the rocky road. Right after entering the wash the canyon walls close in. In places the walls are 10 feet apart and rise 50 to 100 feet above you. Near the mouth the usually dry, solid rock waterfall that gave me a ton of trouble last year is now gone. It has been worked over and now looks like a ramp. The next mile was like quicksand except it was golf ball sized rocks with no bottom. Traction and steering were almost non-existent. This area has been packed down by trucks and is now a piece of cake to ride. Too bad. Last year I was rewarded for all my effort. I spotted a large big horn sheep, standing on an outcropping of rock not more than 150 feet away. It was a handsome beast. By the time I had gotten the bike stopped, the camera out of my pack, it had tired of me and disappeared over a ridge. I was very surprised I had gotten that close. They are usually very secretive and do not like company or noise. Maybe it didn't know what a scooter looked like and was just curious. On the way up the wash you pass several old mines and will be able to see the remanents of a couple of tramways. Their locations are somewhat impressive.

At 19.8 miles the Keystone Mine appears on the right up a side canyon. On 1950 USGS Topo maps it's listed as the Lotus Mine. The mine is in operation and is the reason for the condition of the road and the ruination of the waterfall. Continue up the wash and at 21.0 miles you come to Sourdough Spring. The road forks here and to the right you'll find the Myers Ranch after a mile. The Manson clan used it years ago. It is now fenced off with large Keep Out signs. The road used to continue down to Wingate Wash but the upper end was closed by the BLM. The Navy has also closed the lower end as it crossed their test area.

Back at the fork go left and after a few bad spots and at 24.4 miles you come to the grave of Carl Mengel. Carl was an old area miner and started digging here in 1905 and kept going for 39 years. Mengel died in 1944 at the age of 76. The pass here is named for him and his cabin is near Greater View Springs just up the road.

At Mengel Pass and looking north, 7196-foot Manly Peak will be on your left and to the right is 5805' Needle Peak. Fifty feet past the grave is the Death Valley National Monument boundry. Note: If you cross into Death Valley, your bike *must* be street legal and you'll need a Class 4 DMV certification on your driver's license. You may not see anyone for a week up here but it's still the law. *Please obey.*

From the pass we continued north to Anvil Spring (26.5 miles) and its stone cabin. I was very happy to find the cabin has not been vandalized. At this point the view of Striped Butte is fantastic. If time and fuel permit you can go further into the valley by using the road going down Warm Springs Canyon. Near Anvil Spring we found the remains of a small stamp mill. See if you can find it like we did. After a welcome rest at the spring we retraced our route back to Ballarat.



During the afternoon we motored north 1.6 miles to the ruins of an old stage stop. It's on the lake side of the road and if you look sharp you'll find it. If you are interested in onyx, take a ride over to the onyx mine in the Argus Mountains. The mine is to the west across the valley. A 14 mile run will put you there and you can make it on dirt if you are a good map reader. We elected to use the highway and a paved side road. Onyx doo-dads and semi-precious jewelry is for sale and a tour of the mine can be done.

A ride to the infamous and interesting Panamint City is a must. This was to be our last ride of the trip. Some 2.1 miles north of Ballarat a road heads up the large alluvial fan of Sunrise Canyon. Turn at the large white rock on the right side of the road. From the mouth the road is in the canyon bottom almost all the way with a stream criss-crossing many times. Several times the stream bed and the road are the same. Traction goes to hell when this happens. I've been in the canyon four times and only once could a conventional pick-up make it to the top. Since the massive flood of 1968 the road has been in various stages of disrepair. Usually it's just plain lousy. The 11.2 miles to Panamint City is a real kidney shaker. Last year one of our group, driving a four by four Bronco, blew two new heavy duty shocks coming down.

A silver lode was found here in 1873 and the city soon began. First it was just caves or rough log huts. By 1874 a semblence of a real town emerged. It soon become one of the most notorious mining camps in the west. Thieves, con-men, painted ladies from the Barbary Coast and fast guns filled the streets and back alleys. If you figure the percentages it was tougher than Bodie, and Bodie was the end of the trail for many. In 1875, 2000 souls called this high and rocky canyon home.

There were a multitude of silver mines and a couple of large mills. The biggest mill was the Jones and Stewart built in 1875. It had 20 stamps and processed 40 tons of ore a day. So much silver bullion was taken down the narrow and twisty canyon the robbers and highwaymen were having a field day. To stop the thefts the mill and smelter operators cast the silver into balls 500 to 700 pounds apiece. The robberies promptly stopped and was so effective the bad guys moved on and the guards had to find other work.

The mines soon turned fickle, the price of silver dropped and the spectulators had bled the market dry, so the mills finally fell silent. The J and S closed its doors in May of 1877. The mill was a very impressive structure, but all that remains today is the brick smokestack and a stone wall. The stack is over 100 feet high and I believe built by Flemish bricklayers. The no-good-niks are shooting at the stack and have damaged it badly. Tricks like this get us shut out of many good places to ride.

In July of 1876 a cloudburst sent tons of water cascading off Sentinel Peak, down Frenchman Canyon and on through Surprise Canyon. It took a good portion of the clapboard town, which was laid out along one mile of canyon bottom, and washed it down the mountain into the dry lake in Panamint Valley. A few hardy people hung on and eeked out a bare living. The post office finally closed in 1895. A minor strike in the 20s resulted in most of the buildings that now stand. Six-point-one miles from Ballarat you pass the site of Chris Wicht's home. It is all gone now, having been partly washed away and then burned by vandals. in its place is an old trailer belonging to a miner running a one man tungsten operatin. His mine is just up the road. On some maps the place is marked as Chris Wicks Camp.

At this point the good road ends and its pretty tough from here on up. Just to make it more difficult the weather took a dramatic and dastardly change. As we neared the seven-mile mark it started to snow and the next four miles caused us a peck of trouble. The rocky road became slick, the temperature felt like zero, my son had to discard his iced up goggles and I could barely see through my riding glasses. We had to get within 200 yards of the massive smokestack before we could see it. Just as we stopped the snow let up a tad allowing us to get some photos, admire the scenery briefly and get ready for a hasty retreat.

A few hundred feet past the smokestack there is a locked gate. No vehicles but a walk up canyon is OK. When I was first here in 1967, "Shotgun Mary" still lived here, guarding a mine. The myth was that she shot at anyone who passed the gate. Fact: No shooting but her language would have made a longshoreman blush.

Going down we stopped at Lime Kiln Spring for another photo or two and discovered a hole in the camera clicker's engine case. The oil was departing rapidly. Chewing gum and duct tape couldn't help us so we limped the bike back to camp, very carefully.

The bike is now in intensive care at the scooter shop. For rides in the area I'd now recommend the biggest and longest skid plate you can get. The stock plate on the 360 didn't cut it, at least this time.

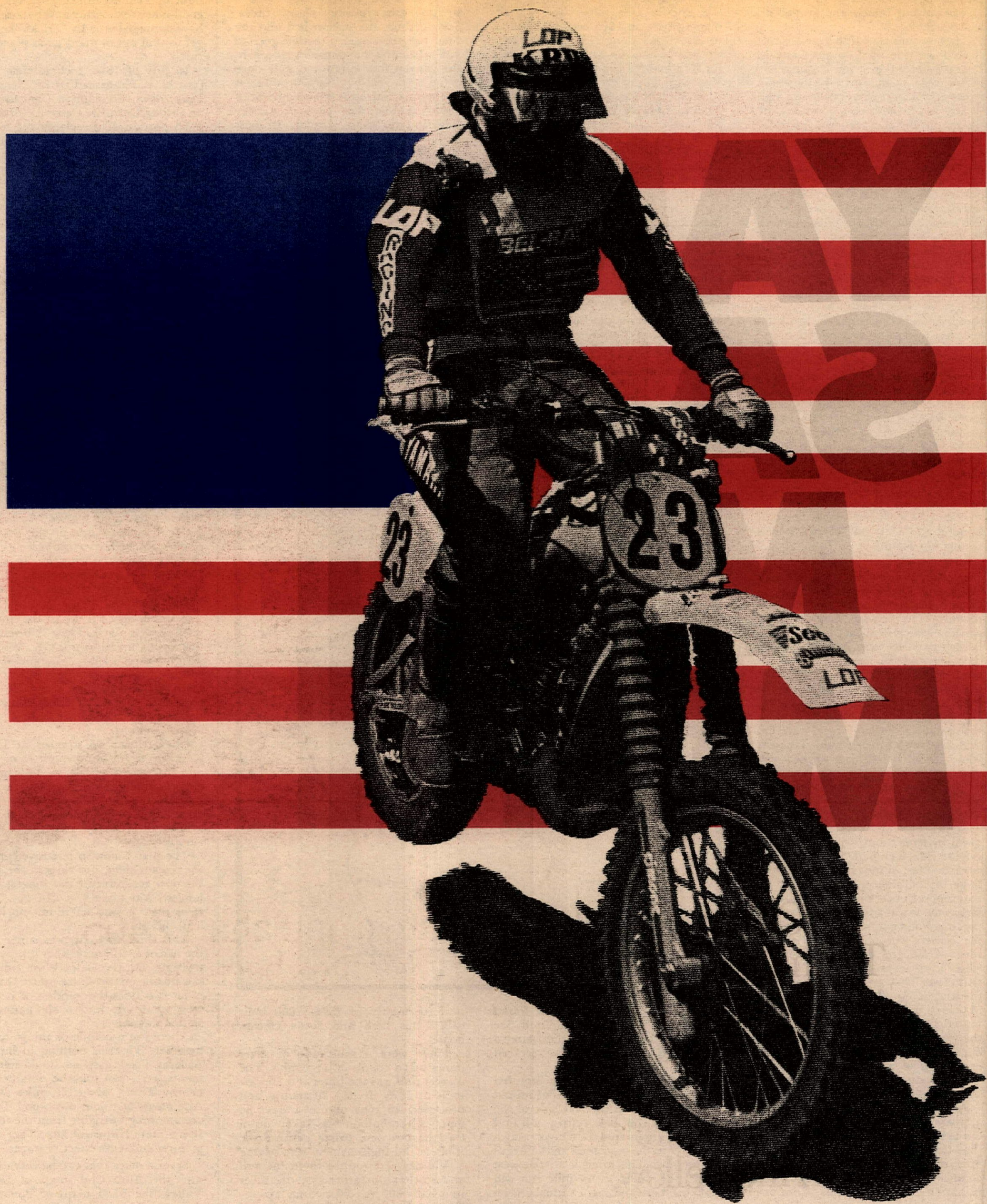
This three day trip was super and the two of us will remember it for years to come. On the Goler Wash ride we saw no one on the entire route. On the other two rides the number of people seen would fit into a six passenger station wagon.

There are a couple of things to remember. There is nothing to buy in Ballarat. Food, gasoline, liquid refreshments, etc., can only be obtained in nearby Trona, about 25 miles away. Also *please* take your own wood. Don't use anything burnable from the town. It is a State Historical Site. Take only pictures and leave only tire tracks.

Several maps that can be very useful are: the Auto Club map of Death Valley, the BLM maps of Panamint and Argus, and the following USGS topo maps: Telescope Peak, CA, Manly Peak, CA, and Wingate Wash, CA.

April, May and June for the spring time and October and November for the fall are the best times for a ride. I've done both and I prefer the fall. In mid-summer it will hit 100 degrees plus even in the high canyons.

Gas up the van or truck, gas up the old scooter and go for it. You won't regret it. •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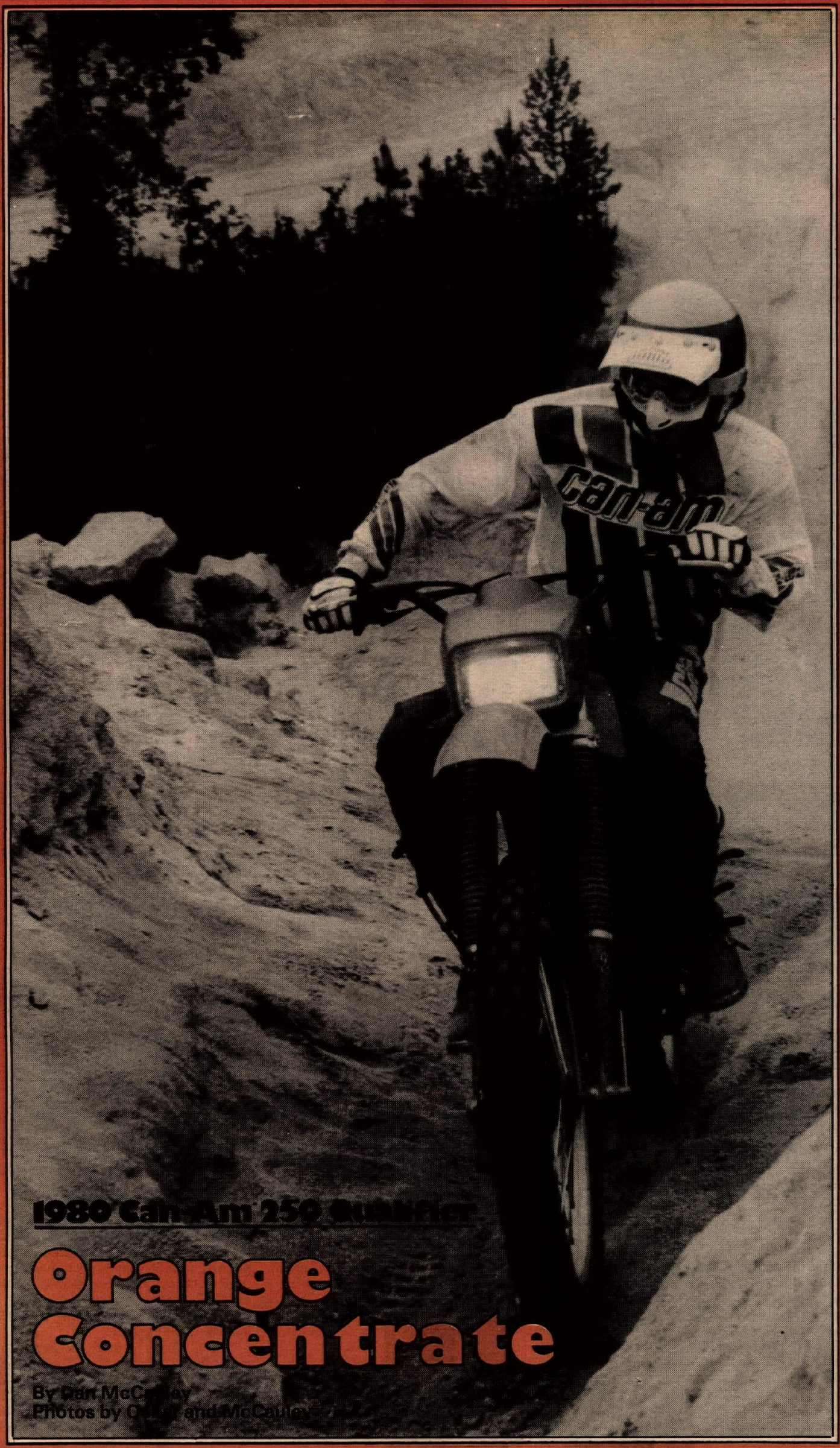
YAMAHA SALUTES MARTY MOATES.

On June 22, 1980, aboard a Yamaha YZ465, Team LOP privateer Marty Moates became the first American to win the US Grand Prix of Motocross. And the first person ever to win both motos.

Hurray for the red, white and blue.
And yellow.



1980 Can-Am 250 Qualifier

Orange Concentrate

By Dan McCauley
Photos by Oliver and McCauley

From the second the crate was dropped off behind the building, my blood pressure began to rise. I had wide eyed visions of immeasurable amounts of horsepower, indestructable construction, and unmatchable craftsmanship.

After riding a 1980 Husqvarna 125 for the last eight months, I had become very accustomed to quick, responsive dependability. I had also acquired a desire for simple, basic grunt. I didn't want just a little - I wanted as much torque as I could get. As the testing got underway, I was soon to realize that I was not going to be disappointed. The Can-Am 250 Qualifier may be a dream come true.

The average person purchasing a Qualifier will not be faced with the minor task of assembly. However, this was the case at hand. On the bright side, this time proved to be very well spent as it allowed more familiarity with the entire bike in general. The Qualifier went together very smoothly -- entirely to factory specifications.

The 1980 250 Qualifier comes equipped with a Marzocchi air fork assembly which offers the rider 9.8 inches of travel. Some extra time was spent thoroughly cleaning out the fork before servicing with 15 weight oil. It is important to flush out the fork with solvent to prevent the possibility of metal machining flakes from doing damage to seals.

The rear of the Can-Am is supported by a set of outdated in appearance Girling shocks. I was somewhat apprehensive of the performance of the shocks before giving them a fighting chance. The 15 inch shocks do supply 9.6 inches of travel. However, with no adjustable gas pressurization or reservoirs, the Girlings are just not up to today's competitive standards.

The carburetor and air filtering system are not revolutionary innovations for 1980. Both are proven to deliver dependable performance. Can-Am makes use of a K&N air filter covered by a foam sock. This dual filtering process eliminates the possibility of any foreign matter from entering the Bing carburetor. The air is drawn from underneath the rear of the seat, thus making the Qualifier one of the least likely bikes to water out.

Some fine quality is immediately noticed when final preparations are completed. One nice feature on the 250 Qualifier is its unique throttle. It's unique to other brands of motorcycles - not to other Qualifiers. It offers the rider a choice between ½ turn and ¼ turn action. Although Can-Am warns in its operator's manual, "It is not recommended to the novice rider or beginner to ride the motorcycle with the throttle action set to ¼ turn until enough skill is obtained to handle the instant engine response," I figured I would go for it right off the bat.

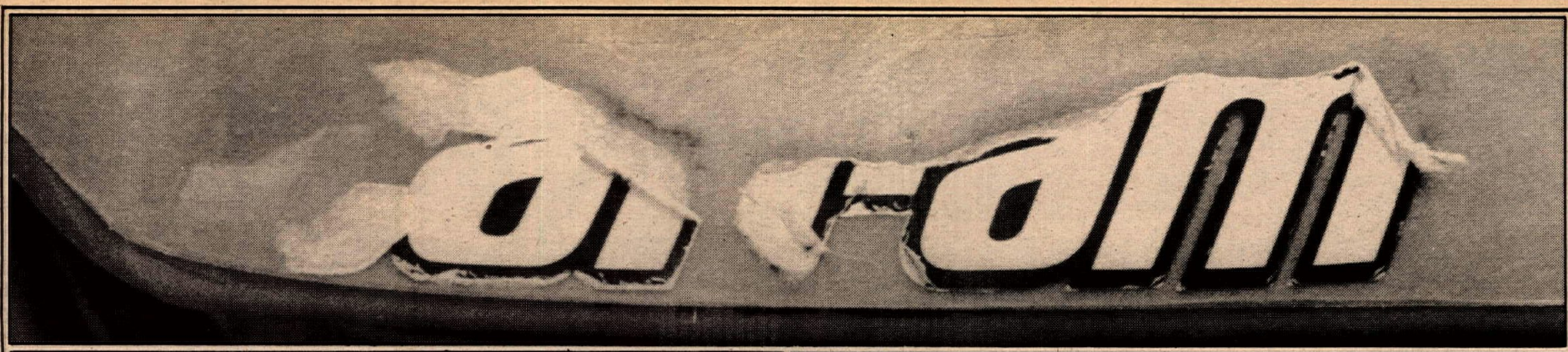
Magura levers and brackets are among the finest available for off road riding because of their confirmed strength. They're stock on all Can-Ams.

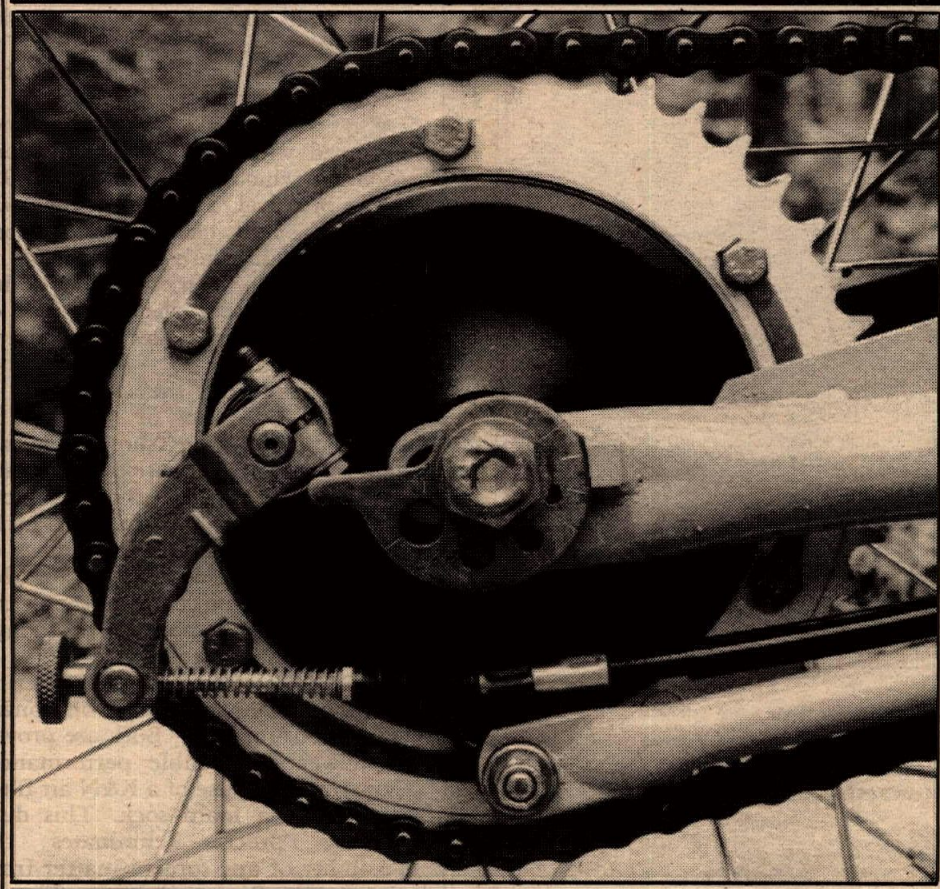
After a final inspection and minor adjustments to the chain, brakes and clutch, the Qualifier was ready to go into action.

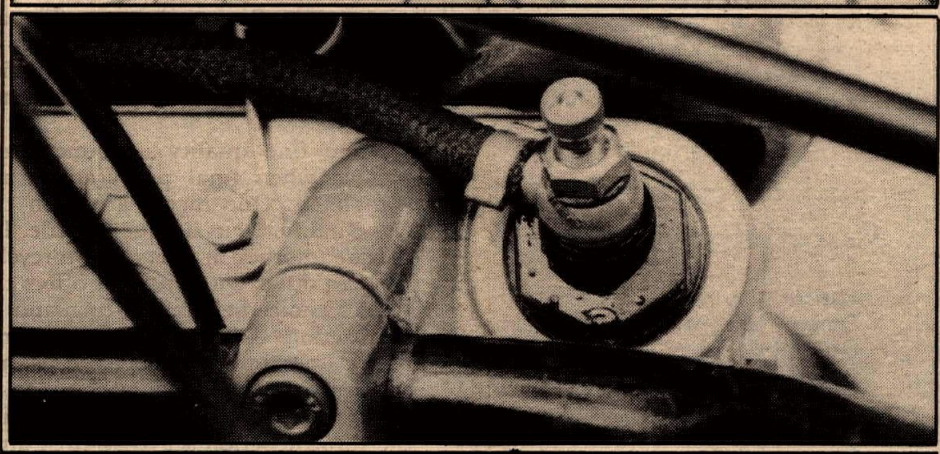
Run One: 25th Annual Little Brown Jug Enduro, Marietta, SC

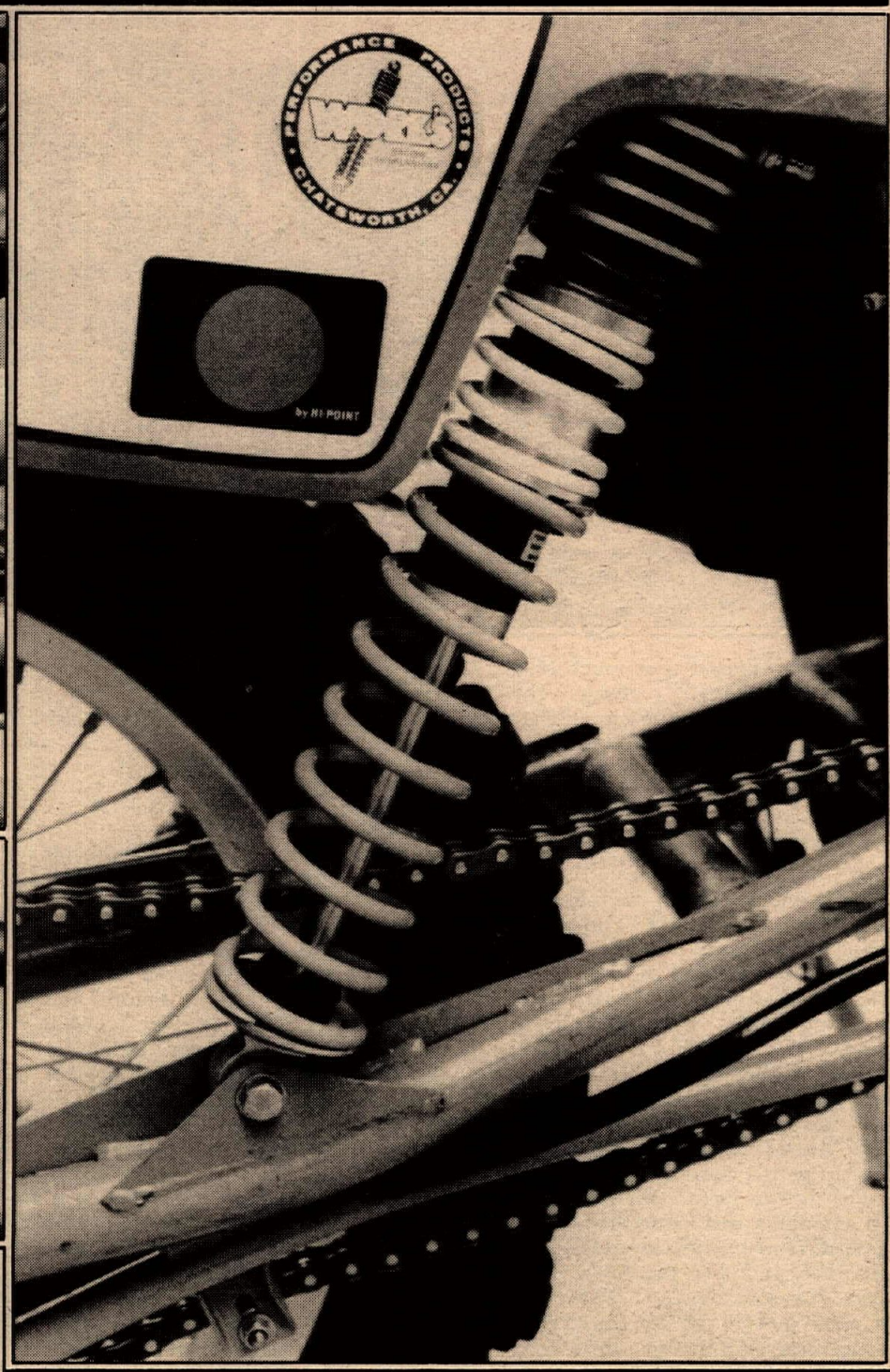
Ever heard the old cliches of how the testers at the magazines simply jump right on the never ridden test bikes and always struggle through the most demanding run in history, of course, to victory? Well, for me it was different, but not entirely. Like the magazine guys, I had never ridden the bike before key time at the Little Brown Jug Enduro; not down the street or even around the yard. In fact, I had only cranked the Can-Am twice. Once out of curiosity and the second time to prove to a buddy that I actually could.

With just one or two kicks, the 250 would spark to life. The bike produces









(Clockwise from top) Can-Am tank decals showed wear after the third run. Works Performance shocks were the solution to the suspension problem. Air caps are stock; they developed a leak. Snail cams adjust chain.

a dense, crisp tone which will pass even the strictest of sound (decibel) tests. The headlight and taillight offer futuristic styling and do their intended job. My number appeared on the flip card and it was time to begin the test -- no, I won't use the line, "of men and machine." From the first minute on the bike, everything feels in proper place. Seat height is comfortable as is footpeg position. To suit my personal preference, I cut the handlebar width down to 30 inches.

Can-Am has built a reputation of consistently producing bullet-proof engines which supply tremendous amounts of horsepower. This 250 has a wide usable powerband. The rider can lug this bike around in tight woods and an instant later ride it up on the pipe through a wide open power line. The flywheel has enough weight to make the bike track in a straight line under hard acceleration. A quick snap of the throttle will make the front of the bike light in almost all existing conditions, thus allowing more aggression in many situations where the rider would normally be on the edge of disaster.

The Can-Am has a light, nimble feel in tight woods. This can be atrributed to its 30 degree steering angle and its weight of only 225 pounds. Steering of this enduro weapon is very precise. Only minimal energy has to be put forth by the rider to make the Qualifier go where directed. Although the bike is not designed to be run into trees, when this occurs, a small problem can develop with the handlebars. Neither the clamps nor the handlebars are scored or crosshatched, thus the handlebars can become loosened and slip down and up. Fortunately, a reset was within two miles, giving an opportunity to retorque the four allen head bolts. Can-Am already has newly designed bars available which have the same rise and bend and are scored at the clamps. A second solution would be to avoid smacking trees or the ground.

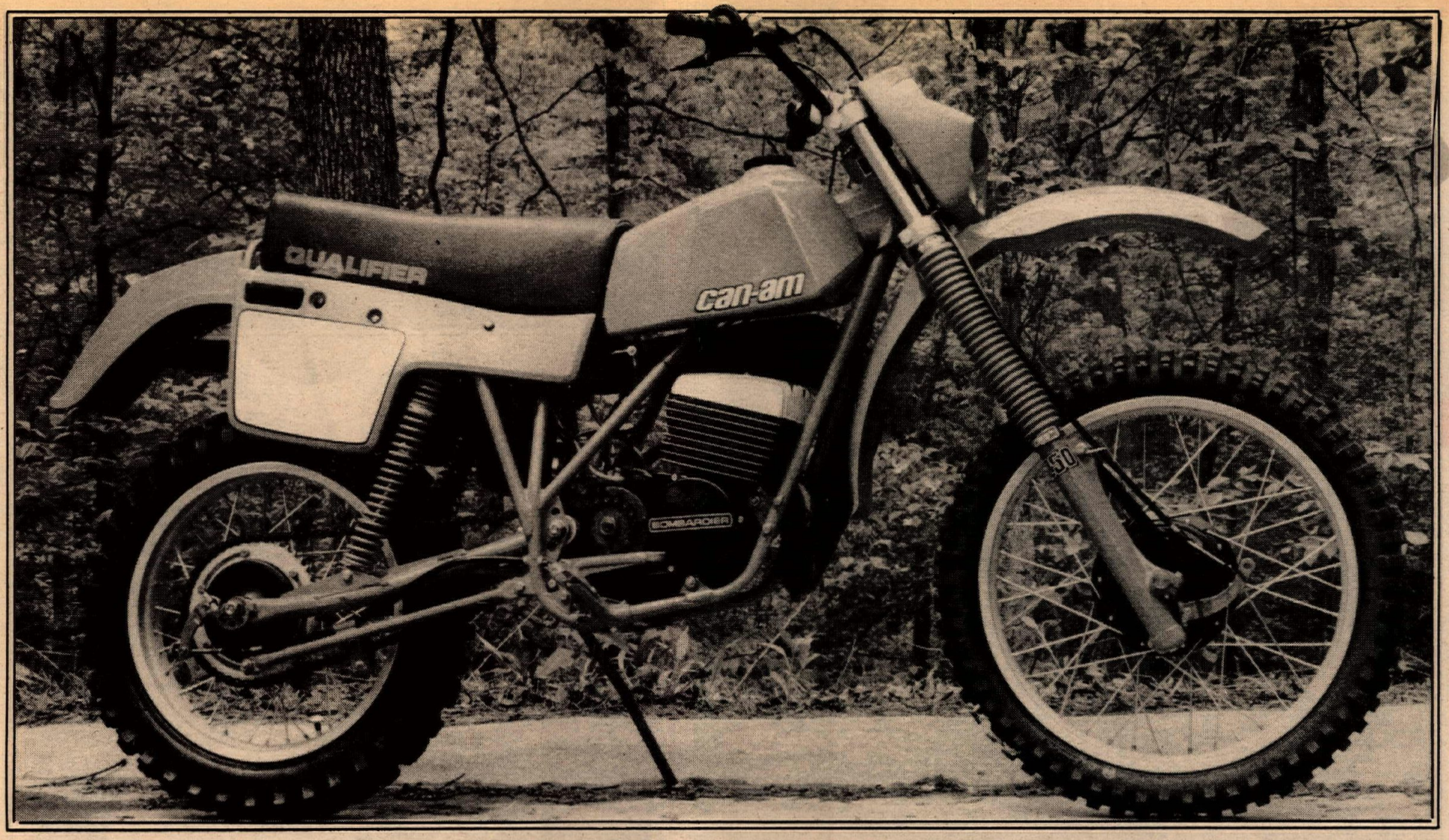
This year both brakes have been modified with the use of softer, riveted brake shoes. It is a shame the front and rear shoes are not interchangeable. The rear brake is operated by a heavy-duty cable. Although the Brown Jug was an easy test for the brakes because it was a rather dry run, both brakes worked perfectly all day - adjusting each only once at the gas stop. On a scale of one to ten, the brakes are a definite 10.

The only substantial drawback with the 250 Qualifier is its wimpy shocks. The Girlings are terrific on pavement and okay in slow, smooth wood sections. If the shocks worked well and then faded, that would be one thing, but they're worthless even before they get a chance to fade. They may have 9.6 inches of travel, but bottomed out or chattered under braking enough to make me forget about measurements. Can-Am should have gone all out as they did with their MX bikes and made Ohlins available for additional dollars.

The Marzocchi air fork assembly worked smoothly and supplied 9.8 inches of necessary travel. Fork flex was never detected during the run. Being unfamiliar with the fork unit, zero air pressure was used. Four pounds would have probably been perfect. I am just very thankful that the fork worked as well as it did - if they worked like the shocks, it would have been a long day.

One detail that should be mentioned is the Qualifier's basic chain routing and adjustment. As with some current woods bikes, such as the Kawasakis, Can-Am uses no chain tensioner. The chain flows freely between a set of guides below the swingarm. Snail cams adjust the chain and are difficult to even up on both sides. No numbers are stamped on the cams and counting impregnated grooves will be difficult under some conditions, such as mud. In all, the chain adjustment cams eliminate the need for an additional wrench.

The 25th Little Brown Jug Enduro



is history, but wasn't that much of a demanding struggle. With the exception of the loose handlebar incident, the Can-Am turned in a flawless run. Unfortunately, my score was not flawless and was only good enough to card a fourth.

Run Two: Buck-I Hare Scramble, Macon, GA

The previous enduro had been a nice easy run on the bike. The spokes needed some attention, the brake shoes showed wear and the rear brake cable was bent beyond repair by a protruding rock, thus making it impossible to adjust. After going through all the motions of pre-race preparation, the Qualifier was once again ready.

The Buck-I track is, for the most part, fast with a couple of short woods sections thrown in for variation. This hare scramble's best parts are a dead engine start with riders straddling the front wheel and then two hours of 95 degree dust-sucking fun. The track gets good and rough by the end of practice with whip-me-dos down every straight and chatter bumps going into every corner. This will prove to be a true test of the Can-Am's suspension - or lack thereof.

The 250 engine turns out enough power to keep the front end above most of the bad bumps, then the rear gets the full jolt. Even with all of its pants-wetting power, the Qualifier engine revs up a bit too slowly to be a threat to many of the MX machines you're up against on a hare scramble track. However, the second you duck into a tight section, they're all yours. The ultra trick MX machines with zero flywheel and close ratio gears pay the price. The tougher the conditions, the better the Can-Am will perform in comparsion.

The gas tank on the Qualifier has a capacity of just over two and one-half gallons. Although the bike could have made the duration of the two hour race, I decided before the run to pit after 75 minutes. I received clean goggles, gas and a stripped gas cap. The cap weeped slightly the rest of the day.

The Can-Am 250 never missed a beat during the event. At the checkered flag, the Qualifier and I grabbed the class win. You can't ask for much more than that.

Run Three: AMA Regional Brown Mountain Lights Enduro, Hudson, NC

The air filter must have weighed at least a couple of extra pounds after Buck-I. No parts of the bike were damaged and the engine was still running as strong and crisp as when the bike was removed from the crate.

With rain the night before and rumors of impassable uphill bottlenecks, the Brown Mountain Lights Enduro had all the makings of becoming a treacherous run. The stock 500x18 K88 Dunlop was replaced with a 450x18 Hi-Point Red Dot. The Dunlop had shown considerable wear for having been used less than 200 miles. The K88 offered excellent traction when new, but because of its soft rubber compound, wore out rather quickly.

Works Performance builds a set of state of the art shocks specifically for the Qualifier's needs. The 15 ½ inch Gassers with triple rate springs were mounted posthaste. The Gasser shocks are nitrogen charged and have progressive valving. The nitrogen pressure can be adjusted to compensate for the type of riding, rider weight and ability. Although no reservoirs are used, the shock never faded throughout the entire enduro. Exceptional damping and increased bottoming resistance made the Can-Am a true competitor. Works Performance was the solution to the Qualifier's suspension problem.

Every rider lost at least five minutes in a long gnarly section getting to the first check. By the gas stop, it appeared it was going to be an enjoyable run as riders were able to get back on time at resets.

The gas stop was a cinch with the Qualifier as only the brakes needed quick adjustments. As with the two previous runs, the chain had stretched slightly, but not enough to warrant adjusting.

The rest of the day was like clockwork. As scores were posted, the Can-Am was one point off the class win. The nice part is that it was another Can-Am 250 Qualifier that won the class!

When Can-Am approached us with the idea of taking a Qualifier 250 straight from the crate and flogging it around to see just how good a bike it really is, we were pumped. The bike has a reputation of being ready for action right from the dealer's floor and it proved that it was.

Our thanks to Al Cooper of Elliott & Hutchins, the East Coast distributor of Can-Am, for his assistance in answering all our questions. From crate to competition, the bike handled everything we threw at it with flying colors -- mostly orange. •

Works Performance Gasser shocks can be purchased from: Works Performance, 20970 Knapp Street, Chatsworth, CA 91311, 213/998-1977.

Specifications

Dimensions	
Overall Height	45.25 in. (114.9cm)
Overall Width	34.0 in. (86.3cm)
Seat Height	37.5 in. (95.2cm)
Ground Clearance	11.25 in. (28.6cm)
Wheel Base	57.125 in. (145.1cm)
Overall Length	85.25 in. (216.5cm)
Chassis	
Type	Tubular space frame with tapered backbone
Front Suspension	Marzocchi
Travel	9.8 in. (250mm)
Rear Suspension	Girling shocks
Travel	9.7 in. (244mm)
Shock Length	15.0 in. (38cm)
	replacement Works Performance "Gassers"
Fork Angle	30 Degrees
Brakes (Front/Rear)	Drum single leading shoe
	152mmx25mm (not interchangeable)
Rim Front	Sun 1.60x21
Rear	Sun 2.75x18
Tire Front	Dunlop 3.00x21
Rear	Dunlop 5.00x18
	replacement Red Dot 4.50x18
Weight	225.0 lbs. (102.6kg).
Engine	
Type	Rotary valve, 2-stroke, single cylinder, air cooled
Bore	72mm
Stroke	61mm
Displacement	248cc
Horsepower at rear wheel	34 hp at 8000rpm
Lubrication	Premix32 to 1
Liquid Capacities	
Gas Tank	2.62 gal.
Transmission	1.2 qt.
Fork (each leg)	9.8 fl. oz
Suggested retail price	**$1,995**

SUN SHINES IN WASHINGTON.

Team Honda's Chuck Sun explodes to sweep both motos at Washougal, Washington National.

Things have been pretty bleak in Washington this season, what with Mt. St. Helens and all. And things went from bad to worse for everyone else but Honda on July 6.

Because that's the day the Sun came out. Chuck came out smokin' on his works RC450R Pro-link. He dusted off the competition in the first moto. Then exploded again to take the second. And cleaned up on first overall.

His second one-one finish in a row. And the third this season. All of which gives Chuck and Team Honda an almost insurmountable lead in the National points race.

Now who says the sun never shines in Washington?

HONDA
FOLLOW THE LEADER.

ALWAYS WEAR A HELMET AND EYE PROTECTION. © 1980 American Honda Motor Co., Inc.

THUNDER ON THE MOUNTAIN: Bikes return to Pikes Peak

Lonnie Houchins (11) was the Open Semi Pro winner over Bob Conway (10) and Sparky Edmonston (27).

By Chet Carman

Photo by Merrill Oliver

PIKES PEAK, CO, JULY 4

A certain mountain in the Pacific Northwest has been getting rather a lot of attention in the media lately with its thunderous outbursts but there was thunder of a nature on a mountainside high in the Rockies this July 4th as over 100 motorcyclists competed in the famed Pikes Peak Auto Hill Climb for the first time since 1976.

The 58th running of this unique event (it's either a dirt-road race, a convoluted dirt-track, or the ultimate fireroad) was organized by a whole new group, although it's still a USAC-sanctioned car race. Prompted by a three year decline in attendance since the two-wheelers were booted off the hill by the old management, and urged on by many of the stock and open-wheel car competitors, the new regime invited the bikes back.

Credit must go to five-time (now six) winner and undefeated 250cc class champion Steve Scott, his wife Lorie, Gary Palmgren, and a gang of dedicated supporters and volunteers for putting the bike division togehter on extremely short notice. Several changes were initiated in the four cycle classes mostly in the interest of safety and a smoother-running show. The biggest change over previous years was a new qualifying/practice system designed to ensure faster riders good starting positions in their respective groups. Since the bikes race in waves of 25 to 40 at a time, as opposed to the cars, who run individually against the clock, a front row start can be critical, especially in dusty years like this one. Unfortunately, due to the lack of time allowed the bikes to practice prior to qualifying (none), riders had to essentially guess at both jetting and blind corners, producing more seizures and crashes than a rock festival. The course starts at 9,400 ft. elevation, ends at 14,110 ft., features 156 turns in 12.42 miles with a speed average of almost 60 mph. Think about it.

According to Charles Tutt, new President of the Hill Climb Association, attendance was up by 40% for 1980, and this was with virtually no advance publicity for the bike classes in the local media. Word of mouth spreads fast in cycle circles. For the racers, it was hard to tell just how many people were present judging by a 90 mile per hour blur of styrofoam coolers, sleeping bags and ashen-grey faces lining the road after camping and seriously over-indulging the night before the race. High-country partying takes years of training. Above timberline (about 11,000 ft.) it starts looking like *Dawn of the Dead*. Next to the 4,000 ft. deep road embankments, the greatest hazard as you approach the summit is the occasional zombie stumbling across the road looking for a new place to vomit.

The bikes ran first this year which was sort of good and bad. Good because it meant excellent road conditions for us for a change, but bad because a lot of over-zealous riders tended to seriously misjudge corners. Most riders simply aren't used to Pikes Peak speeds (over a hundred in some places) and the lack of guardrails and four-state scenic vistas distort things.

The only serious accident occurred in the Open Sportsman class (always a show-stopper), when Bob Deming, of Englewood, CO, left the road at around 60 per, performed a reported five cartwheels (I was right behind him and lost count at three), and delivered a superb body-block into the side of a spectator's Ford Bronco. He was hospitalized with possible back and internal injuries but at this writing is out of danger. Several riders went down in the dust trying to avoid the carnage.

The hot race of the day was also the first, the Open Semi-Pro class, populated largely by 750cc dirt track machinery and expert-caliber riders. Prerace favorite and former winner Bob Conway (Tri) of Gunnison, CO, and local Pikes Peak veteran Lonnie Houtchins (Yam) pitted their 750s against one another after early leader Sparky (Mr. Lectron) Edmonston and his trick YZ465 dirt-tracker ran out of lung capacity in the thin air. Conway looked to be the sure winner four miles from the summit when a brake malfunction cause him to fall, losing five seconds to Houtchins. Lonnie was touring to an easy victory after three years' retirement when he suddenly heard the sound of Conway's Triumph back on the tail of his borrowed Yamaha. The last mile of the race was a crowd-pleaser as Houtchins held off the challenge by less than a bike length at the checkered. Edmonston was 30 seconds back in third place, respectable for a small-displacement two-stroke machine.

The second race was the 250cc Semi-Pro where the big question was whether undefeated Steve Scott could make it six in a row. The big answer, to no one's surprise, was "Yep!" Scott, formerly of Arleta, CA, now a resident of Woodland Park, right at the foot of Pikes Peak, once again road raced his 1972 vintage Bultaco Pikes Peak Special to a resounding victory. Scott's only competition in the class was fellow organizer Gary Palmgren (hmmm...), who finished 35 seconds behind Scott despite a late spinout by the Champ.

The biggest class, the Open Sportsman, aside from the above-mentioned injury and its usual ration of crashes, offered no real surprises as local rider and 1976 second place finisher Don Seidel cruised to a comfy win on his Kawasaki KX420. Since I soundly thrashed the red-haired lad in that '76 event, I graciously opted to seize my C&E Suzuki this year and spend the day mooching beer and fried chiken from friendly spectators, letting Seidel have his moment in the sun. Next year...

The only problems were several delays while ambulances rushed to aid fallen riders, usually finding said riders already on their feet, and an excess of mechanicals and crashes, both directly attributable to the aforementioned lack of practice time allocated to the bikes.

All in all, though, the race was a huge success and it looks like the bikes will be back on the mountain in 1981. A rumored increase in motorcycle purse size and contingency monies, along with increased AMA involvement (the AMA sanctioned the event this year for the first time since 1954), should ensure the presence of several National-caliber riders. Dave Aldana was entered this year but at the last minute couldn't make it. Many other top riders have expressed strong interest in the Hill Climb. 1981 should be bigger and better than ever!

So, whatever your plans for next July 4th, change 'em to include a trip to Colorado Springs, CO for some really high-country racin' and partyin'. We have a mountain that likes to blow its top every now and then too, but, unlike Mt. St. Helens, you won't get buried on this one — at least not as long as you're not riding over your head or standing on the outside of a turn.

Also, please support the following firms who generously supplied cash and merchandise contingencies to the bike classes: Bell Helmets, Champion Spark Plugs, Budweiser Beer, Kal-Gard Lubricants, Lectron Carbs, Race Face Masks and Goggles, Oury Grips, Malcolm Smith Products, *Dirt Bike* Magazine, Syn-R-G-1 Fuel Additive and S&W (EI Carbs). ●

Results

OPEN SEMI-PRO: 1. Lonnie Houtchins (Yam 750) 13:44.735; 2. Bob Conway (Tri 750) 13:45.027; 3. Sparky Edmonston (Yam 465) 14:15.82; 4. Richard Dostal (Yam 465) 14:26.52; 5. Mike Stokes (Hon 500) 14:41.71.

250 SEMI-PRO: 1. Steve Scott (Bul) 13:56.81; 2. Gary Palmgren (Yam) 14:31.12; 3. Terry Lin Kyle (Yam) 14:42.90; 4. Dennis Larratt (Hon) 15:01.30; 5. Kevin Dalcaen 15:03.27.

OPEN SPORTSMAN: 1. Don Seidel (Kaw 420) 14:33.69; 2. Steve Doyle (Yam 425) 14:42.48; 3. Allan Trzyna (KTM 400) 15:06.67; 4. Bob Podoll (KTM 400) 15:10.52; 5. J. Gimp Owens (Mai 400) 15:21.59.

250 SPORTSMAN: 1. David Doyle (Yam) 15:09.76; 2. Blaine Schubarth (Suz) 15:18.19; 3. Charles Ford (Suz) 15:19.61; 4. Scott Greenwood (Hon) 15:27.31; 5. Richard Southwell 15:28.80.

TEN YEARS AGO

The American Motorcycle Association announced its new Executive Director. Prior to being named to the position, **Russ March** was a member of the AMA executive board, sales manager for Buco Helmets and had previously worked as an executive at Honda.

The TT National at Ascot Park was a 50-lap affair in 1970, and the reigning Grand National Champ, **Mert Lawwill,** won it on his Harley-Davidson. Triumph-mounted **Gene Romero** was leading the race when Lawwill stormed by on the 28th lap. Burritto held on to second in front of **Dallas Baker. John Hateley** (Tri) won the Amateur main event.

Edison Dye's Viking MX Series moved back East and Husqvarna-mounted **Torlief Hansen** was the overall winner at the Elkhorn, WI, event. For the third consecutive week, **John DeSoto** (CZ) finished as top American, garnering a sixth overall.

Plans for a short — 27 miles — minicycle point to point hare and hound with a $1000 purse were announced. The first **San Pedro to Catalina minicycle race** was being planned for May, 1971. Contestants were told they could use whatever devices their minds could conjur up, but the machines had to be based on production minicycles and be operable on both land and water.

Bud Ekins, captain of the 1970 U.S. ISDT World Trophy team, was interviewed 10 years ago. A picture accompanying the article showed Ekins with members of the 1967 American Silver Vase team. Besides Bud, **Dave Ekins, Cliff Coleman, John Steen** and **Steve McQueen** were pictured.

The Spring Series at Deadman's Point came to an end with Ossa-mounted **Rex Staten** taking the $200 top prize. **Jim Hoover** placed second to Staten.

Jim Odom led the Expert field in a short track in Santa Rosa, a warm-up for the National mile that was to be held in the northern California town.

Local road racing was going strong as **Jody Nicholas** won the 250cc GP battle at ACA's Willow Springs clambake, besting **Don Emde** and **Scott Autrey.** A week earlier, Nicholas won the same class at an AFM OCIR race, followed by **Mike Lane, Dave Scott, Buzz Buzzelli** and Autrey.

Keith Mashburn took the Yamaha 650 twin to its first win in Ascot half mile competition, with Jim Odom's Triumph finishing second. Appropriately enough, it was "Yamaha International Night" at the Gardena, CA, oval. **John Hateley** won the amateur main, while **Kenny Roberts** held off **Gary Scott** for the Novice win. There were Expert and Novice Trophy Dashes, won by Dave Aldana and Roberts, and in the photo that ran with the race report, Roberts had the trophy girl!

J. C. Agajanian Presents:

Ascot

AMA SANCTIONED

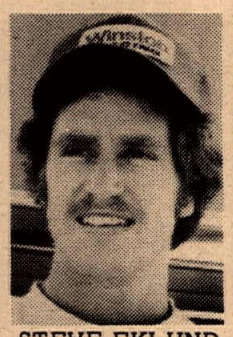
19th annual

25-lap NATIONAL TT

Sat. July 19

8 pm

ALEX JORGENSEN


STEVE EKLUND

GARY SCOTT

PLUS HONDA TT INVITATIONAL

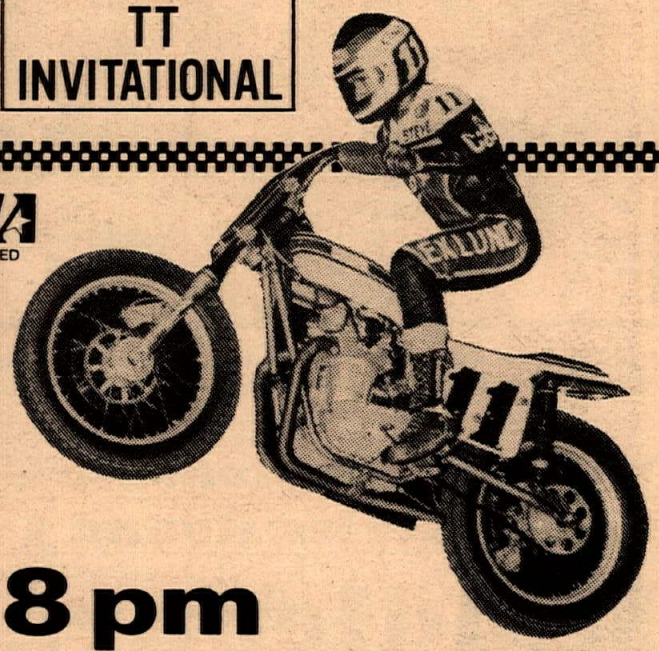
8th annual Half-mile

AMA SANCTIONED

Gardena Gold Cup

(EXPERTS, JUNIORS, NOVICES)

Fri. July 18 - 8 pm



SPEEDWAY RACING

BOBBY SCHWARTZ RETURNS TO ASCOT QUARTER-MILE THURSDAY, JULY 17, 8 P.M.

Datsun, Official Car Of Ascot Park

"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"

Winston PRO SERIES

FREE VIP PARKING FOR STREET MOTORCYCLES

POWERJET

Steve Scott wins 250cc Semi Pro at Pikes Peak, CO

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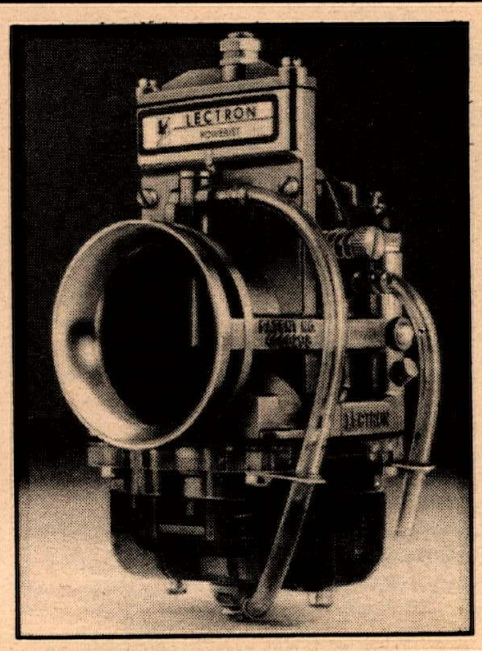

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(Top) Early leader Randy Mamola had visor problems; finished fifth.
(Above) Jack Middleburg won the GP in front of his countrymen.

World Championship GP Road Racing Series: Round 5

Middleburg wins; Roberts DNF with flat tire

By Nick Harris
Photos by Shigeo Kibiki

ASSEN, HOLLAND, JUNE 28

Dutchman Jack Middleburg gave the Dutch TT its finest 50th birthday present by winning the 500cc race at Assen. Nicknamed "Jumping Jack" by the massive partisan crowd the 28-year-old rider was a comfortable winner of the 16-lap race riding his Nico Bakker-framed 500cc Yamaha while many of the fancied men, including World Champion Kenny Roberts, fell by the wayside.

Middleburg, who is still suffering from the affects of two bad crashes last year, had trouble push starting, but once he'd fired his Yamaha into action he dominated the proceedings to send the crowd wild with delight.

Roberts, riding the new Yamaha with two outside back to front cylinders, suffered his first Grand Prix defeat of the season when he was sidelined with a flat front tyre, but he still holds a 15 point championship lead over Italian Graziano Rossi who finished second in front of countryman Franco Uncini.

Suzuki GB teamster Randy Mamola missed a fine chance to close the gap on Roberts finishing fifth after being hampered by a misting visor.

With a light drizzle falling as the race was about to start there were some anxious faces as riders and mechanics tossed up on the choice of tires.

Donington hero Mamola screamed away from the line to lead under the bridge with the pack including Roberts, Johnny Cecotto and Rossi snapping at his heels.

The World Champion took over the lead by the end of the first lap but already Middleburg, who set the fastest lap in practice, was up into fourth place after his start line exertions. Two laps later he brought the crowd to their feet chanting 'Jackie, Jackie' as he stormed into the lead.

Behind him the battle for second place was red hot with Italian Marco Lucchinelli moving into second place, holding off Mamola, Roberts, Rossi, Dutchman Boet van Dulmen and Cecotto.

However, a lap later the Italian called into the pits with no visor after it ripped off when he unclipped it to clear fogging. He tried to continue with a pair of sunglasses, borrowed from his mechanic, but unhappily called it a day two laps later.

Barry Sheene also retired on the fourth lap unable to hang onto his Yamaha because of his damaged little finger and Roberts, despite some frightening handling problems continued to stalk the leader with Mamola in close attendance.

Suddenly the two Americans began to drop from the fray with Rossi taking over second place. Roberts roared into the pits to change a flat front tyre that was causing some frightening slides. He continued well down the field but after a massive wheelie down the start and finish straight to silence the whistling crowd he called it a day a lap later, complaining that the new tyre was too hard.

Mamola, who dropped to sixth place behind the tremendous scrap between Uncini, Van Dulmen and Ceoctto. was having problems of a different kind.

"The visor was misting up and I could not see," he said. "I tried lifting the visor but the noise was so great down the straight I could not stand it."

Middleburg, on his slick tires with the track drying out all the time, opened up a big gap at the front bringing the chanting crowd to their feet every lap and Uncini started to make a determined bid to relegate Rossi from second place and a good finish was ensured with Mamola's vision clearing all the time with the weather improving.

One lap from the finish Uncini squeezed past Rossi and Mamola closed right up on Cecotto and Van Dulmen, but on the last lap Rossi regained the advantage to clinch second place in front of Uncini. Van Dulmen held onto fourth place by a matter of inches from Mamola who relegated Cecotto to sixth spot with Suzuki teamster Graeme Crosby eighth after a steady ride.

Australian Jeff Sayle finished just out of the points in 11th place after a brave ride following a dreadful start with Dave Potter leading the British contingent of Mick Grant and Steve Parrish in 15th place.

Incredibly, last placed man was local hero Wil Hartog who gambled by fitting rain tires to his Suzuki - a gamble that failed.

South African Jon Ekerold took over the lead in the World Championship following a magnificent victory in the 16-lap 350cc race.

While his main rival Johnny Cecotto finished out of the points when his carb came loose, Ekerold opened up a seven point championship lead with a masterful display of riding in difficult, damp conditions.

"No real problems," he explained, "although I was a bit worried about the rain at the end of the race."

The battle for second place was not so clear-cut, with Frenchman Patrick Fernandez pipping West German Toni Mang on the last lap.

Jeff Sayle, who led briefly on the first lap, was a splendid fourth with teammate Graeme McGregor scoring points in ninth place.

Ekerold led from the start but Sayle stole into the front spot on the first lap.

"Jon ran wide at one of the first corners and I dived inside and could not believe it when I realized I was leading," he recalled.

Sayle's joy was shortlived as Mang and Ekerold swooped past and once the South African dived into the lead on the third lap he raced away to a 13 second victory to boost his world championship chances.

Fernandez smashed the lap record circulating in 2m 59.9 seconds - a speed of 95.90 mph, while chasing after Mang and was rewarded for his efforts by clinching second spot on the last lap with Sayle a comfortable fourth.

The 250cc race started in dramatic fashion when Swiss rider Roland Freymond arrived with a 200-yard lead at the start and finish straight but unfortunately without his Morbidelli after crashing coming out of the chicane.

Countryman Jacques Cornu led for six laps but after being relieved of his leadership by Venezuelan Carlos Lavado he crashed, damaging his hand and Lavado raced away to an easy win riding with great sense in the difficult conditions. Eric Saul held off the determined challenge of championship leader Tony Mang for second place.

Clive Horton showed some real British grit by finishing ninth despite a tumble at half distance on his Cotton after being relegated to 13th spot. Teammate Chas Mortimer finished 13th with Graeme McGregor retiring with piston ring problems.

Spaniard Angel Nieto increased his lead in the World Championship following his victory in the 125cc race over Frenchman Guy Bertin. Nieto took the lead on the third lap but Australian Barry Smith was taken to the hospital for an operation on his right ankle rollowing a crash while dicing on the damp track for ninth place.

Ricardo Tormo made it a Spanish double with victory in the 50cc race despite a determined challenge by Swiss rider Stefan Dorflinger.

So close was the finish that Tormo almost collided with backmarker Bruno Di Carlo as he fought off Dorflinger's determined challenge at the checkered flag. •

Results

50cc (9 laps, 43.13 miles): 1. R. Tormo (Kre); 2. S. Dorflinger (Kre); 3. E. Lazzarini (Ipr); 4. H. Spaan (Kre); 5. H. Hummel (Kre); 6. T. Timmer (Bul); 7. H. van Kessel (Kre); 8. R. Blatter (RBB); 9. W. Muller (Protos); 10. O. Machinek (Kre).

Fastest lap: R. Tormo (Kre), 3m, 38.6s, 78.93 mph.

125cc (14 laps, 67.09 miles): 1. A. Nieto (Min); 2. G. Bertin (M-B); 3. L. Reggiani (Min); 4. P. Bianchi (MBA); 5. H. Bartol (MBA); 6. R. Tormo (MBA); 7. B. Kneubuhler (MBA); 8. H. van Kessel (Con); 9. M. Kinnunen (MBA); 10. A. Straver (Mor).

Fastest lap: A. Nieto (Min), 3m, 15.7s, 88.16 mph.

250cc (15 laps, 71.89 miles): 1. C. Lavado (Yam); 2. E. Saul (Yam); 3. A. Mang (Kaw); 4. T. Espie (Yam); 5. J.M. Toffolo (B-Yam); 6. E. Hyvarinen (Yam); 7. J-F Balde (Kaw); 8. D. de Radigues (Yam); 9. C. Horton (Cotton); 10. R. Delaby (Yam).

Fastest lap: C. Lavado (Yam), 3m, 10.7s, 90.47 mph.

350cc (16 laps, 79.78 miles): 1. J. Ekerold (Yam); 2. P. Fernandez (Yam); 3. A. Mang (Kaw); 4. J. Sayle (Yam); 5. C. Lavado (Yam); 6. J. Cornu (Yam); 7. J-F Balde (Kaw); 8. T. Espie (Yam); 9. G. McGregor (Yam); 10. P. Nurmi (Yam).

Record lap: P. Fernandez (Yam), 2m, 59.9s, 95.90 mph.
Old Record: G. Hansford (Kaw), 3m, 0.3s, 95.63 mph.

500cc (16 laps, 79.78 miles): 1. J. Middleburg (Yam); 2. G. Rossi (Suz); 3. F. Uncini (Suz); 4. B. van Dulmen (Yam); 5. R. Mamola (Suz); 6. J. Cecotto (Yam); 7. P. Fernandez (Yam); 8. G. Crosby (Suz); 9. H. de Vries (Suz); 10. P. Pons (Yam).

Fastest lap: R. Mamola (Suz), 2m, 57.6s, 97.14 mph.

Sidecars: (14 laps, 67.09 miles): 1. J. Taylor/B. Johansson (Yam); 2. A. Michel/M. Burkard (Yam); 3. D. Jones/B. Ayres (Yam); 4. E. Streuer/J. van der Kaap (Yam); 5. W. Schwarzel/A. Huber (Yam); 6. Y. Trolliet/D. Vernet (Yam); 7. G. Brodin/P. Gallros (Yam); 8. B. Holzer/C. Meierhans (Yam); 9. G. O'Dell/K. Williams (Yam); 10. M. Boddice/C. Birks (Yam).

Record lap: A.Michel/M. Burkhard (Yam) 3m, 3s, 94.28 mph.
Old Record: Michel (Yam), 3m, 10.2s, 90.71 mph.

World Championship Point Standings:
50cc: 1. E. lazzarini (50); 2. S. Dorflinger (42); 3. R. Tormo (36); 4. H. van Kessel (28); 5. H. Hummel (21); 6. J. Hutteau/T. Timmer (17).
125cc: 1. P. Bianchi (50); 2. G. Bertin (39); 3. L. Reggiani (38); 4. A. Nieto (36); 5. B. Kneubuhler (32); 6. H. Muller (24).
250cc: 1. A. Mang (64); 2. T. Espie (36); 3. K. Ballington (30); 4. C. Lavado/J-F Balde (29); 6. E. Saul (24).
350cc: 1. J. Ekerold (35); 2. J. Cecotto (27); 3. A. Mang (18); 4. M. Matteoni (16); 5. W. Villa (6); 6. E. Saul (14).
500cc: 1. K. Roberts (45); 2. G. Rossi (30); 3. R. Mamola (28); 4. F. Uncini (26); 5. M. Lucchinelli (26); 6. J. Cecotto (22).
Sidecar: 1. J. Taylor/B. Johansson (37); 2. R. Biland/K. Waltisperg (30); 3. A. Michel/M. Burkhard (27); 4. E. Streuer/J. van der Kaap (24); 5. W. Schwarzel/A. Huber (22); 6. G. Brodin/B. Gallros (11).

Fast Facts

Gary Charters

Desert Racer

Name/nickname: **Gary B. Charters, Sr./Hawkeye.**

Date/place of birth: **January 27, 1939/ Iowa.**

Height/weight: **6'3 ¾"/185 lbs.**

Wife's name: **Dotty.**

Current residence: **Whittier, CA.**

Occupation: **Maintenance man.**

Hobbies/relaxation: **Music and furniture building.**

Truck: **1951 Chevy.**

Favorite food/drink: **Mexican food/NA.**

First interest in bikes: **When seven years old.**

First bike: **Harley-Davidson.**

First race/outcome: **Hare scrambles/ finished almost last.**

Most recent win: **SGVMC European Scrambles.**

Sizes/makes of current racing bikes: **125 and 250cc RM Suzy's.**

Sponsors: **Campbell's Suzuki and Leckich Tuning.**

Tuner: **Myself.**

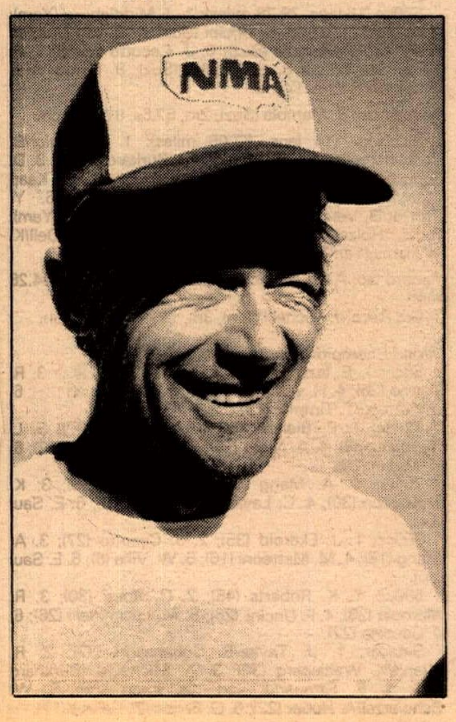
Biggest gripe about racing: **Not enough entries.**

Most respected rival: **Al Guzman.**

Reasons for racing: **Family recreation and relaxation from the daily grind.**

Future racing ambitions: **Try to keep my number one plate.**

Additonal info: **Current D-37 number 01c.**



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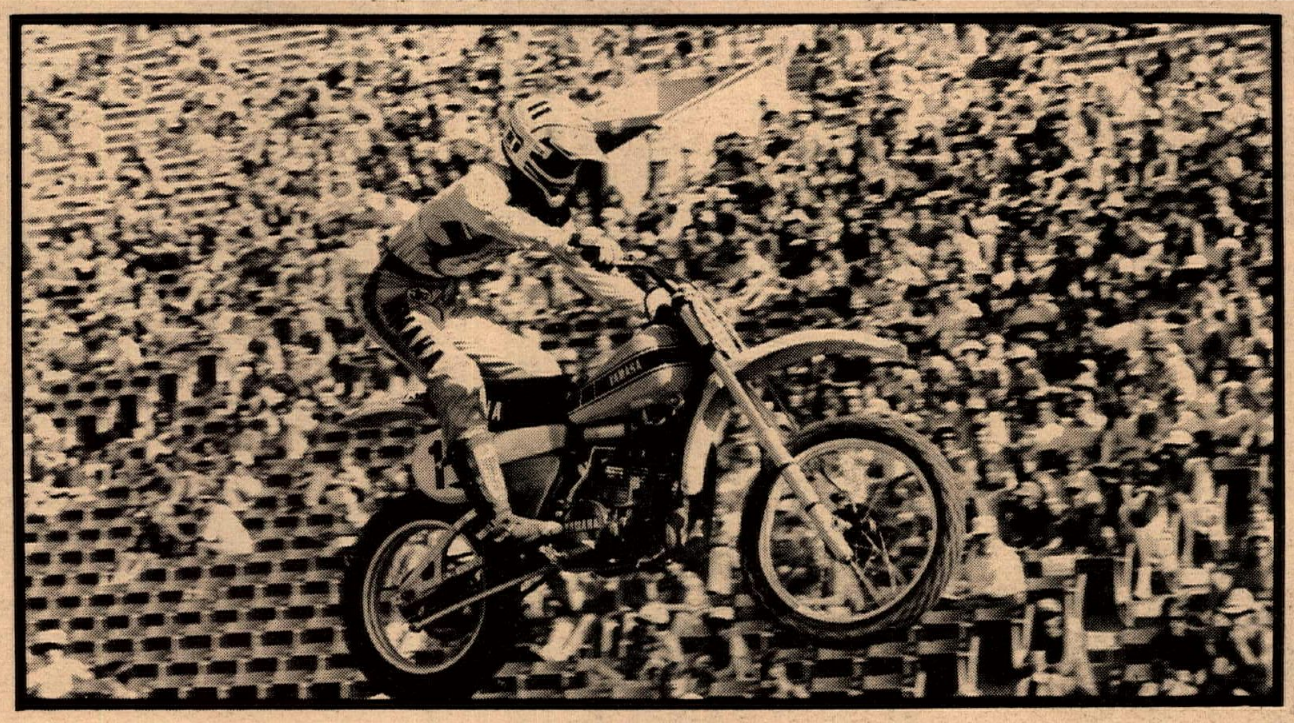

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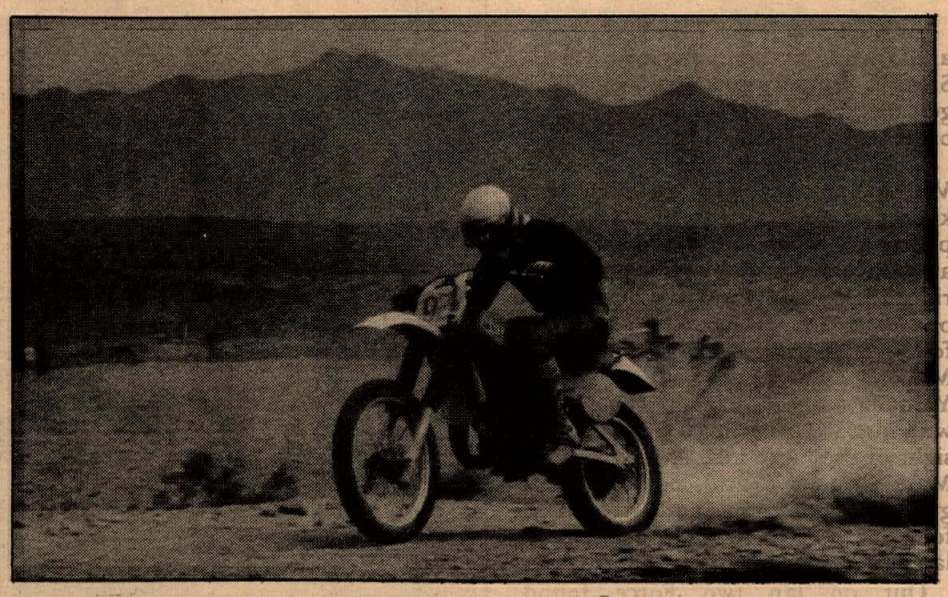
Chris Howard was the overall winner at the Chargers West Clover Creek GP.



Benny Brown captured top 125cc Expert laurels at Clover Creek.

Howard conquers Clover Creek GP

By Chuck Harper
Photos by Wayne Gales and Harper

CALIENTE, NV, JULY 5

Team Valley Cycle's "Cousin" Chris Howard put together his biggest win of 1980 as he muscled his Yamaha YZ250G to overall victory in the Chargers West M.C./Caliente Volunteer Fire Department Motorcycle Racing Association of Nevada-santctioned eighth annual Clover Creek Grand Prix at Caliente.

The single most discussed topic was the torturous 17-mile course. It soon had top Experts dropping out like flies, but the racers with a genuine desire to win turned up the burner and excelled like the great riders that they are.

Maico man Kevin Davis overcame early bike problems to make up a 45-minute deficit to post an incredible fifth overall, first Open Expert by race's end.

Casey Folks (Hus) topped the Over 30 class for the fifth consecutive time this year with a problem free ride that netted him a fabulous sixth overall finish.

"Berzerko" Benny Brown made his return to the 125cc Expert class winner's circle on a Randy Chambers-prepped Nevada Yamaha YZ125F after experiencing mechanical problems which have kept him low in the results column in the past two races on his now scrapped IT/YZ hybrid machine.

Ken Guio made it two in a row as he bested the Over 38 Experts and took the gold back to his huge trophy warehouse in Big Piney, WY.

After Bryan Folks (Suz), Kevin Kelley (Suz), and Mike and Kelley Bergman (Kaw) garnered mini honors, the 200 big-bike contestants staged five abreast for their timed start adjacent to Dixon Park on Lincoln Street.

For the benefit of the Caliente Volunteer Fire Department, a special auction was held for the #0 start position which would entitle the highest bidder a 15 second headstart on the pack. Lehi, UT's Preston Gerber (C-A) wired the auction and copped the front starter spot for the sum of $60 and soon after roosted off to signal the start of the event.

After Gerber, the first wave blasted around the streets and then immediately into Clover Creek for a two-mile trek through countless water-crossings that left each rider soaked from their Scott boots to their Motostars and only slightly amused by a large sign at the end of the section advertising "dry towels 25¢".

After a tour of the MX track which included the six-foot high "King Kong" jump, racers encountered a narrow, boulder-strewn, twisting, silty, endless mountain climb that was sheer heart-attack when the Novices arrived with their bizarre crash and burn exhibitions.

Numerous uphills, downhills, sand-washes, trees and rocks later it was another jaunt through Clover Creek and the pavement sections before embarking on another loop of the circuit.

Team Husky's Scot Harden utilized his front row start to make short work of Gerber and took control of the race with S&E Cycle Can-Am-mounted Kevin Welch, KTM's Bob Balentine, Chris Howard and hard-charging Anthony Pasqualotto (Mai) in tow.

Team Yamaha's Jack Johnson made a rare for 1980 MRAN appearance and was surprisingly entered on a 250cc machine instead of his usual Open class mount. The famed Baja Iron Man was advancing rapidly through the pack from his near-last starting position only to have a screw back off in the transmission which caused his bike to come to a premature halt and negated his brilliant ride.

Bobby Davidson (Yam), "Chucko" Rush (Hus) and Delta, UT's Kevin Jones (Yam) were scrapping for runner-up 250cc positions while Boulder City sensation Glenn "Big Winnie" Wischmeyer (Hus) moved up from his late start to pressure the front-running 250cc throwers.

The big story in the 125cc Expert war was the return of motocrosser Paul Emerson — out of action since Hangtown with injuries sustained in a mini pick-up rollover. Paul was out to prove wrong those who said he was through as he blistered the Leon Moore-tuned Accuracy Engineering Honda to a commanding class lead as he circulated near the top five on what was definitely not a small bore course.

Emerson's superlative effort was thwarted however, when his pipe and gas tank broke which turned the sure win over to Benny Brown. Brown's day was not without problems as he finished the race with a stripped front axle-bolt and front puncture. Daryl Folks (Suz) and Johnny Harshmann (Suz) captured second and third 125cc Expert laurels respectively, one lap down.

Harden saw his hopes for victory dashed on lap five of the scheduled seven lap race when his tranny blew halfway around the course. Balentine was also out of the race with bike problems as were Welch and Pasqualotto.

Howard took over the lead and held it on to win the grueling 135-mile event by five minutes over Bobby Davidson, who started and finished in the number two position.

Kevin Jones put his Northern Utah-honed rough-course expertise to work as he guided his R&R Services Yamaha to third overall, third 250cc Expert. Consistant "Chucko" Rush preserved for fourth overall, fourth 250cc Expert while super-senior Dave Miller (Hus), age 42, of Scottsdale, AZ, forsook his usual Over 38 class entry to go for Open Expert honors and was rewarded with a superb seventh overall, second Open Expert finish.

1980 Cherry Creek 250cc Expert winner Kevin Bogue (Yam) of Fillmore, UT was eighth overall, fifth 250cc Expert with Glenn Wischmeyer, the last of the seven lap finishers, posting ninth overall, sixth 250cc Expert.

Mark Burns (Yam), of Ely, NV was first Amateur finisher at 12th overall, as hometown-boy Charles Phillips (Hus) of Caliente was first Novice at 25th overall.

Results

250cc EX: 1. Chris Howard (Yam); 2. Bobby Davidson (Yam); 3. Kevin Jones (Yam).
OPEN EX: 1. Kevin Davis (Mai); 2. Dave Miller (Hus); 3. Sheldon Otto (Yam).
125 EX: 1. Benny Brown (Yam); 2. Daryl Folks (Suz); 3. Johnny Harshmann (Suz).
OVER 30 EX: 1. Casey Folks, Jr. (Hus); 2. Laddie King (Yam); 3. Max Switzer (Mai).
OVER 38 EX: 1. Ken Guio (Hus); 2. Doug Tichenor (Hus); 3. Ron Timmons (Mai).
OPEN AM: 1. Lee Madsen (Kaw); 2. Jeff Benson (Yam); 3. Robert Arnold (Hus).
250 AM: 1. Mark Burns (Yam); 2. Danny Anderson (Hus); 3. Trey Kimberlin (Mai).
125 AM: 1. Jody Maeder (Yam); 2. Bill Hill, Jr. (Mai); 3. Floyd Bradley (Hus).
OVER 30 AM: 1. David Torres (Kaw); 2. Reese White (Yam); 3. Chris Torres (Yam).
OVER 38 AM: 1. Dennis Roberts (Hus); 2. Floyd Rucker (Hus).
OPEN NOV: 1. Lane Taylor (Yam); 2. John Andrew (Hus); 3. Brian Hurley (Hus).
250 NOV: 1. Charles Phillips (Hus); 2. Dave Stevens (Yam); 3. Chuck Harper (Kaw).
125 NOV: 1. Scott Benshoof (Yam); 2. Todd Johnson (Yam); 3. Eddie Bozarth (Hus).
OVER 30 NOV: 1. Roger Hamel (Yam); 2. Ron Baker (Yam); 3. Edward Sivon (Kaw).
OVER 38 NOV: 1. Richard Loveday (Yam); 2. Richard Hurley (Suz).
POWDER PUFF: 1. Tammy Tarbett (Hus).
100 EX: 1. Kevin Kelley (Suz).
80 EX: 1. Bryan Folks (Suz).
80 NOV: 1. Mike Bergman (Kaw); 2. Kelly Bergman (Kaw).

Cal City GP laurels to Brooks

By Jeff Robbins

CALIFORNIA CITY, CA, JULY 5-6

As the saying goes, "money talks," and it talked Cordis Brooks into a very narrow victory over Mike Sixbery. Cordis, mounted on a Leckich-tuned Yamaha, won the 250cc Pro race at the multi-sanctioned California City GP sponsored by SoCal M.C.

The 250cc Pros were the feature billing for the event. The race brought out some of the best desert racers and former desert racers. Chuck Miller (Yam) had the pole position on the start and led through the first two turns. Craig Adams (KTM) passed Miller on the straight behind the pits, but ate it into the haybales on the next turn. Sixbery on his Yoshimura-assisted Yamaha slid by Miller at about this time and had the lead as they all left town.

About three miles out Mark Zoller (Hus) smacked a pole in the dust, bailed, and in the process got run over by a few bikes. Chuck Miller stopped to give Mark assistance.

The first rider back into town was Mike Baker with a 45 second lead over Sixbery. Brooks came next followed by former desert racer, now MX shoe, Juan Benavidez. *Cycle World's* Don Griewe had fifth. Next came Bill Tarling, traveling "incognito" with no name on his leathers.

Coming around on lap two the order was set at Baker, Sixbery, Brooks, and Tarling. Benavidez ran out of gas and Griewe had siezed, giving fifth to Chuck Stearns followed by Bob Rutten. Sixbery elected to pit, letting Brooks go by.

As the pits waited to see the next lap action, Baker was seen pushing his bike back to the pits. Coming off of lap three, Brooks had the lead and Sixbery was close behind. Brooks entered the pits, but having only one lap to go he apparently decided to gamble and didn't take any gas. He left the pits with a slight lead over Sixbery.

At the finish it was Brooks, Sixbery, and Tarling in the money with Chuck Stearns, Bob Rutten and Kem Park getting honorable mention in that order.

The first race of the day was the Veterans and they let the spectators know just how fast the 14-mile grand prix course was by turning the first lap at an average speed of 50 mph. The rider to set that speed average on lap one was Mark Force (465 Yam) followed shortly afterward by Lynn McGraw on a Rustan's supported 465 Yamaha. Bill Saltzman came next with his 250 Husky just trying to stay in sight of the big bores. At seventh was Mark Granger (Yam), not bad for a guy who has been in Saudi Arabia for four years. The first Novice around lap one was George Cook (390 Hus).

Out on lap two Force found something to munch his tire on and developed a flat. McGraw let out a sigh of relief but it was a short-lived one as he found Saltzman peddling his 250cc fast enough to be within striking distance. Saltzman kept the pressure on McGraw and at the end of four laps only 17 seconds separated them. At the finish McGraw finished with only a 10 second margin. Gary Charters was third on a Suzuki, but a 250, not a 125cc. Granger was next.

The up to 175cc class found Duane Summers in a moment of glory. Duane had the pole position on his 80cc Yamaha. He led the start for two turns and half of the next straight until Cliff Thomas (125 Yam) and Bill Mattox (100 Yam) passed him.

At the end of lap one the order was set at Thomas, Scott Atchison (175 Yam), #29, John Rudder (125 Yam), Pete Postel (175 Yam) and Chris Crandall (125 Hus).

Bill Mattox was the first 100cc Expert at 12th overall. Duane Summers on his 80cc was first 100cc Amateur at 21st overall followed by Bobby Charters, second 100cc Amateur. The order to the finish remained much the same except for Charters getting by Summers to move into the 100cc Amateur lead.

The Seniors and Women ran together as has become a custom. At the end of lap one Bill Saltzman had the lead with Lynn McGraw second and Gary Charters, back on his trusty 125cc Suzuki, third. Dawn Grant was first girl in at about 20th overall with Trudy Beck not far behind at 27th overall. First Novice girl around was Wendy McGraw (175 Yam) followed by Tam Tracy (125 Suz). Third was Vera Charters (125 Suz) in her second race ever.

Lap two found Charters dropping out, setting the order at Saltzman, McGraw, Hoyt Statham, and Phil Lawrence. Grant was now only three bikes ahead of Beck. At the finish the order was Saltzman, McGraw, Statham and Morris Norman. The first 250cc Senior was George Zuber on his Yamaha. Beck did get by Grant, taking first.

The 250cc/Open combined Expert race found Bob Balentine (KTM) with a three-kick start, but able to overcome it at the hill, midway around lap one. Mike Sixbery was leading followed by second 250cc Expert Dan Ashcraft (Hus), Chuck Stearns (250 Yam), Bill Saltzman (Hus), and Balentine.

Balentine kept moving through traffic and on lap 3 he moved past Sixbery to take the lead. The finish found the order set at Balentine (first Open), Sixbery (first 250), Stearns (second 250), and Ashcraft (third 250). •

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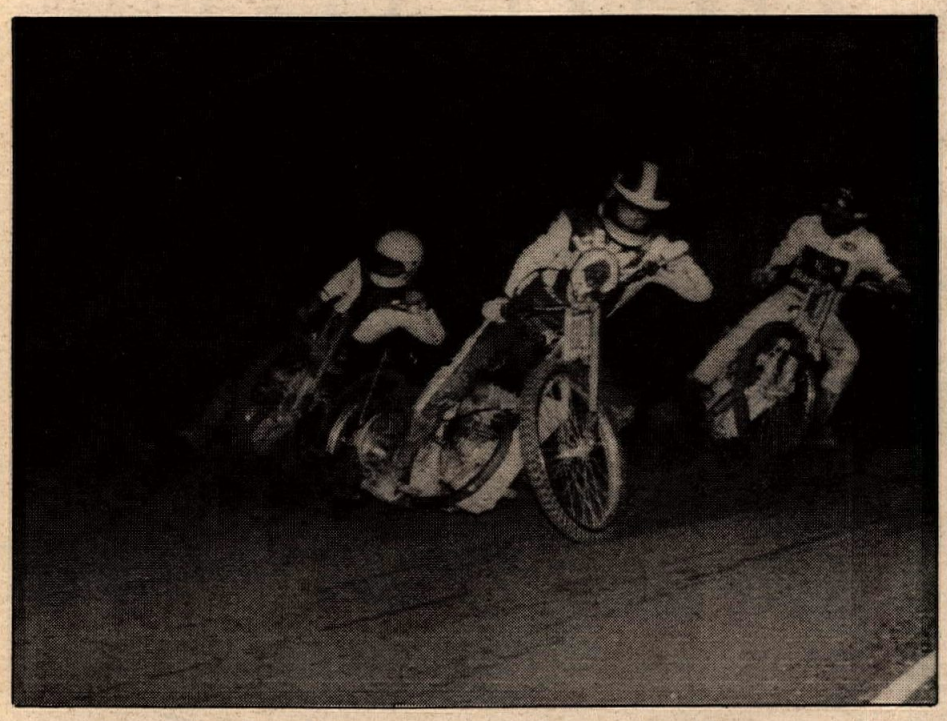


Duane Yarrow leads Eddie Ingels and Paul Orlandi at Cal Expo.

Yarrow takes Cal Expo Firecracker Invitational Championship

By Jann Houston
Photo by Terry Parmeter

SACRAMENTO, CA, JULY 4

Call it luck, skill or simply not knowing the meaning of making a mistake, but without any question "Do It" Duane Yarrow showed only excellence tonight as he won the Firecracker All Scratch Invitational championship with a perfect score of 15. It didn't seem to matter where he was as the starting gate went up; riding off the wall in both Event 8 and Event 18, he took the lead by turn one in each race and never lost it. In Event 8, Yarrow fought off the hot pursuit of "Mighty Mouse" Paul Orlandi who came into the Championship with wins in the past three Scratch Mains at Cal Expo. In what was one of the fastest, closest events of the evening, Yarrow held the lead.

In Event 15, the pressure was really on as both Yarrow and "Incredible" Eddie Ingels came into the event tied with perfect scores. Tention filled the air. Everyone, including the huge fan clubs that follow both Yarrow and Ingels to *every* race, knew the tie was about to be broken.

Yarrow was on the pole, Ingels in second position, "Flyin' Mike" Faria in third and Buddy Robinson on the wall. The starting gate flew up and Ingels broke the tape as Yarrow, Faria and Robinson all laid down in turn three. The red flag was out.

On the restart, reserve rider John Volk was in to replace Ingels and the tie was broken. However, Yarrow had anything but an easy ride ahead of him as Faria came first on the inside and then the outside fighting to take the lead, but no one was going to catch Yarrow.

At the conclusion of Event 20, Yarrow was clearly the winner and Fair took second with 13 points. Orlandi and Ingels tied for third. In a four-lap tie-breaking runoff, Eddie took the checkered flag and third place giving Orlandi fourth.

Extra color and excitement came to the Championship from southern California as Dave Miller, Kevin Weeda and Shane Hawley came to the Cal Expo track for the first time! Luck didn't seem to be with them as car trouble on the freeway coming up and mechanical problems on the track put a damper on the trip. Miller did seem to get it together after his bike quit in his first event, ending the evening tied with newcomer Steve Lucero for a respectable sixth place.

Putting all the bad luck aside, everyone connected with Cal Expo was impressed by their good attitudes and sportsmanship, not to mention the thrill they gave the northern California girls with their southern California good looks! They were fine representatives of southern California and we look forward to their return in the near future.

The Junior Division had their own Scratch Championship with Bart Bast taking first, John Cryer second and John Houston, Jr. third.

Results

1. Duane Yarrow (15); 2. Mike Fair (13); 3. Eddie Ingels (12); 4. Paul Orlandi (12); 5. Mike Delacy (8½); 6. (TIE) Dave Miller/Steve Lucero (8); 8. Jim Ross (7½); 9. Dave Faria (7); 10. Glenn Hutchison (6½); 11. (TIE) Mike Belanger/Buddy Robinson/Marc Prince (6); 14. Tom Ferris (5½); 15. Kevin Weeda (5); 16. Shane Hawley (2½).

Ingels and Yarrow unbeatable in Napa

By Jann Houston

NAPA, CA, JULY 5

If speedway is your way, the Napa Town and Country Fairgrounds is the place to be on Saturday nights as the show continues through July 26, ending with the Napa Championship.

Tonight's Scratch Main included Steve Lucero racing his first time at Napa since turning 16 on June 29 and, at long last, receiving his AMA Professional license. It would be incorrect to call Steve a new rider considering the fact that he raced the Junior Division through 1978 and since that time has been a regular this year at the non-AMA-sanctioned Caruthers track in central California and last year at Hanford and Reno, keeping in shape for his long-awaited 16th birthday. Anyone who was in Napa tonight knows he can compete with the best.

As the starting gate went up, it was "Flyin' Mike" Faria in the lead off the pole, "Incredible" Eddie Ingels in second off the wall, Lucero third and Duane Yarrow fourth. As the fast race continued through lap two and three, the positions never changed as Faria held what seemed to be a very convincing lead.

The thrill and surprise of the evening came on lap four in turn four as "Incredible" Eddie, living up to his well-deserved nick name, turned it on and went by the outside of Faria to take the checkered flag by, possibly, a fraction of a tire! There was no doubt between the three scorers and the track officials as they called the finish; however, it was one of those rare instances when the winner didn't realize he had won until he got to the pits! Ingels has made more than one fan sit up and take notice in 1980, and at 18 he's got a great future in speedway.

The Handicap Main had its "normal" red flag restart as Ingels and Orlandi got a little head start of their own and found themselves on the 60-yard line alongside "Do It" Duane Yarrow. On lap one it was Duane's brother Al in the lead with Harlan Bast second and Orlandi in third. Orlandi met the hay bales one more time in the same old place — lap three, turn three — as Al Yarrow went wide in turn four and brother Duane took the lead. Lucero lost power and went to the infield as "Do It" Duane took the lead. Lucero lost power and went to the infield as "Do It" Duane took the checkered flag by at least six bike lengths, Ingels was second and Harlan Bast third.

In the Division Two Main, Craig Elstins held the lead until he laid it down in turn two on lap two. Ron Sweeton took the lead and held it to win with Mike McDonald second and Elstins, recovering from the lay down, third.

After a restart in the Division Three Main, Dan Sweeton took the lead holding off Gary Abel until turn four when he went wide losing control, allowing Abel to take the lead and the checkered flag, making it two in a row at Napa. Danny Montgomery took second, Charles Haines third.

Napa fans got their first taste of the Junior Division tonight and they loved it. In many ways the fans sat in silent disbelief as they watched "Speedway of the Future" in action. Bart Bast, John Houston, Jr., Mike Parsons and Bobby Hedden, ranging in age from eight to 13, raced a four-lap Scratch event with Houston taking the checkered flag, Bast second and Parsons third.

Results

SCRATCH MAIN: 1. Eddie Ingels; 2. Mike Faria; 3. Steve Lucero; 4. Duane Yarrow.

HANDICAP MAIN: 1. Duane Yarrow; 2. Eddie Ingels; 3. Harlan Bast; 4. Al Yarrow; 5. Steve Lucero; 6. Paul Orlandi.

DIV II MAIN: 1. Ron Sweeton; 2. Mike McDonald; 3. Craig Elstins.

DIV III MAIN: 1. Gary Abel; 2. Danny Montgomery; 3. Charles Haines.

JRS: 1. John Houston, Jr.; 2. Bart Bast; 3. Mike Parsons.

Oxley-2, everybody else-0

By Bill R. Locey

VENTURA, CA, JULY 8

Brad Oxley, the blonde kid with the long legs and the big smile, swept the program Tuesday night at the Ventura Raceway — a feat no one, not even Penhall, has managed this season. Wearing number five and in this his fifth year of speedway, Oxley appears to have finally put it all together. The past few seasons, Brad has often been good enough to make the Mains; this year he's winning them. Current points leader at Ascot from Shawn Moran Territory (way back on the 60), chances are Oxley is history from the 40 up here after last night.

A runaway winner in his first two Handicap rides, Oxley had to work for it in the Main. The best race of the night, if not the year, was at one time led by Steve Lucero, Randy Marsh, Lance King or Jeff Tomlin during the first three laps. By the last lap, the mindsnapper-in-the-making was still anybody's race with all six riders still having a shot at the win. They came around the last turn four wide with Oxley and Alan Christian a length behind. Somehow Oxley balsted through and by the pack, followed closely by Marsh and everyone else. The last man, Tomlin, finished a mere three lengths off the pace.

In Scratch racing, after easy wins in his first two rides, Oxley had to deal with Christian in the Main — not every rider's idea of a good time. Oxley, off the pole, got the gate with Christian a close second. How close? Well, for two laps Alan worked on his Shadow imitation as he pretended to be Oxley's, crowding him to the point where the pair traded knees coming out of the turns. On the third lap with a slight advantage, Oxley's rear tire caught Christian's front tire and Alan went down leaving "Bad Brad" with a Sunday drive to the checkered flag. Oxley has reportedly turned down an invitation to race in England — and why not when he's having so much fun here?

Three crashes highlighted (or lowlighted) the Second Division Main, won for the third time in a month by Dave Van Horn. Despite the great paint job on his helmet, Bob Foster was passed by Van Horn and Mark Malazzo after leading for three laps. Van Horn then built a comfortable lead only to have Malazzo make it close at the end with a crowd-pleasing, length-of-the-straight-away, out-of-control wheelie. And Mike Coniglio of Oxnard led from start to finish to take D-3 honors.

It was another good night for Lance King who made both Mains for what seems like every week in a row. And the ex-Ventura Shark, "Radical" Randy Marsh looked great on the comeback trail with a second in the Handicap Main and a win in the Scratch Consolation.

The near capacity crowd, lured in part by Bikini Night (won by five-year-old Dolly Bishop), should return next week along with "The Boogaloo Kid," Bobby Schwart.

Results

SCRATCH MAIN: 1. Brad Oxley; 2. Denny Pyeatt; 3. Lance King; 4. Alan Christian.

HANDICAP MAIN: 1. Brad Oxley; 2. Randy Marsh; 3. Steve Lucero; 4. Alan Christian; 5. Lance King; 6. Jeff Tomlin.

SECOND DIVISION: 1. Dave Van Horn.

THIRD DIVISION: 1. Mike Coniglio.

MATCH RACE: Tom Morley def. Bobby McLain.

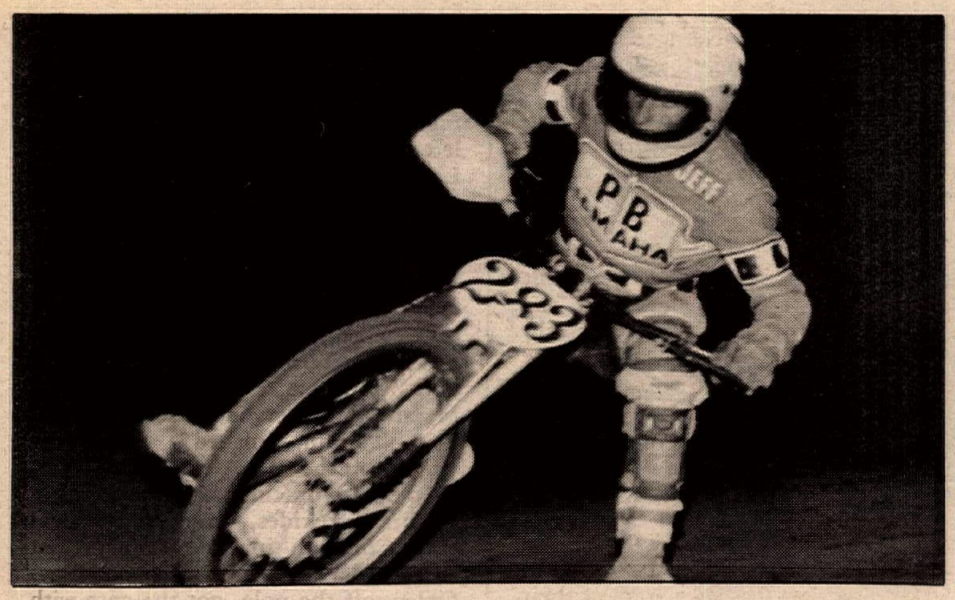
BIKINI NITE WINNER: 1. Dolly Bishop (age 5).

Christian and Gage star in IMS TV race

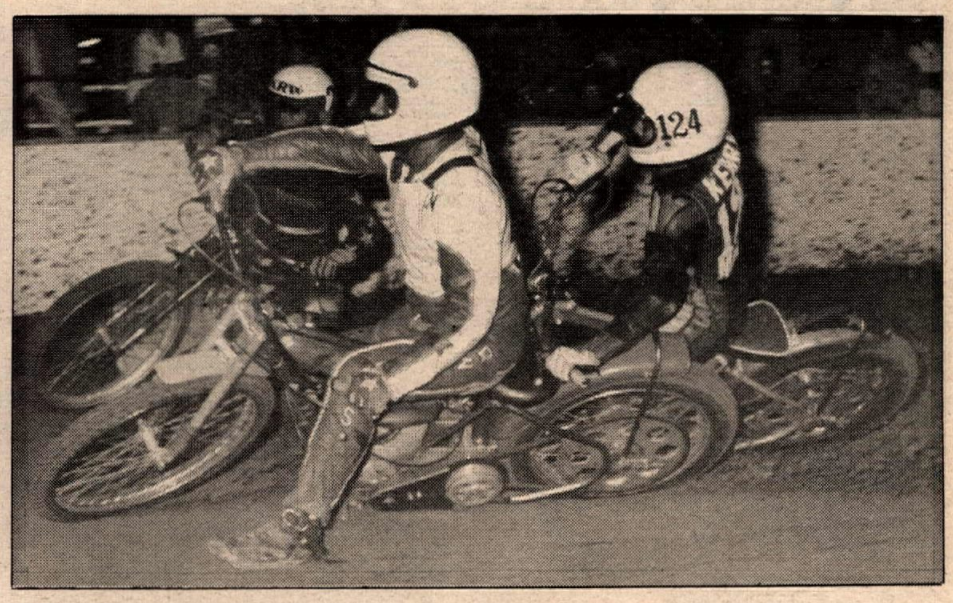
By Scott Daloisio

SAN BERNARDINO, CA, JULY 9

Alan "Crazy" Christian easily outdistanced the pack to score his fourth Scratch Main victory of the season at Inland Motorcycle Speedway Wednesday night. Christian moved out front when the starting gate went up beating Shawn McConnell, Michael Bast and "Bad" Brad Oxley to turn one. Oxley got by Bast and McConnell going down the back chute on lap one to move into second. Christian continued to lengthen his lead as Oxley and Bast got into a battle for second. Oxley and Bast battled side by side down the back straight on lap three. Bast dropped to the inside of Oxley coming



Jeff Allison won San Bernardino's Third Division Main Event.



Tight Second Division action at Costa Mesa.

out of turn two on the final lap to take second. At the checkered it was Christian with a comfortable margin over Bast, Oxley and McConnell.

Derek Gage came from the 10 to score his first Handicap victory of the season at IMS. The "Flying Canuck," Gary Ford, jumped out front at the start. Ford's lead was short-lived as Gage got by on the inside going down the back chute on lap one. Leni Faas went down in turn three on lap two while battling Sterling Cogar for third.

Ford continued to press Gage through lap three but was unable to get by. Jim "The Animal" Fishback went to the outside to pass John Sandona on the back chute on lap four. Fishback had his sights set on Sterling Cogar and third place only to fall in turn four on the same lap. Gage held on for the victory with Ford a close second over Cogar, Sandona, Fishback and Faas.

Kevin Weeda got the lead on the first lap and scored his first Second Division victory of the year at IMS. Weeda, who has made every Main since the introduction of Second Division Scratch racing, moved out front at the start with Allen Martin over Jim Lawson and Moose Kennedy. Weeda took command coming out of turn two on lap one. Martin held second until last week's winner Jim Lawson slipped by on the back chute on lap two. Kennedy and Martin then got into a battle for second which ended when they came together hard in turn three on lap three. The race was red-flagged and called complete at this point being it was half over. Following Weeda to the checker was Lawson for second with Martin and Kennedy credited with third and fourth.

Flat track rider Jeff Allison made his first appearance at IMS and went on to score the win in Third Division. Allison and Dave Wooten jumped out front at the start over Alan Davidson, Eddy Lynch, Jeff Havacko and Margo King.

Allison took the lead for good at the end of lap one with Davidson moving up to battle with Wooten. Davidson and Wooten battled down the back chute with Davidson getting by in turn four. Wooten then dropped to fifth when Havacko and Lynch got by.

Havacko bobbled in turn three on lap three giving third to Lynch. Lynch then moved to the outside to get Davidson for second on the final lap in turn two. Allsion hung on to take his first victory followed by Lynch, Davidson, Havacko. Wooten and King.

The ESPN television network crew was on hand to film the night's events. The "Voice of Speedway," Bruce Flanders, called the action for the telecast while Margo King and ex-Speedway star Sonny Nutter (now a midget race car driver) handled interviews with the riders and fans.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Mike Bast; 3. Brad Oxley; 4. Shawn McConnell.

HANDICAP MAIN: 1. Derek Gage; 2. Gary Ford; 3. Sterling Cogar; 4. John Sandona; 5. Jim Fishback; 6. Leni Faas.

SECOND DIV: 1. Kevin Weeda; 2. Jim Lawson; 3. Allen Martin; 4. Moose Kennedy.

THIRD DIV: 1. Jeff Allsion; 2. Eddy Lynch; 3. Alan Davidson; 4. Jeff Havacko; 5. Dave Wooten; 6. Margo King.

MATCH RACE: 1. Alan Christian def. Jim Fishback.

Bast, McConnell star at Ascot

By Gary Hoffman

GARDENA, CA, JULY 10

It seems that a week off gave just about everyone enough time to prepare their motorcycles for the big quarter mile track here at J.C. Agajanian's Ascot Park, as the racing seemed faster than ever.

Seventeen-year-old Shawn McConnell was doing well all night long, coming in second in just about all his heat races and giving Keith Chrisco a good run for his money in the feature match race, coming in a close second. But when it came down to the nitty gritty in the Handicap Main Event, Shawn was lightning.

First lap action showed Tom Hughes, who had been having one of his best nights, out front first with McConnell running a quick second from the 40. It didn't take more than 20 seconds before Shawn slid under Hughes and was running a smooth first. On the second lap Chrisco took second place away from Hughes and started to put the pressure on McConnell, but Shawn's four-valve just seemed to get faster and faster compared to Keith's two-valve. With a hurt shoulder and all Shawn rode a flawless race to victory with Chrisco still a fast second and Hughes an impressive third.

All night long it seemed to take forever to get a race started, and the Scratch Main Event was no exception. With Mike Bast on the outside, Bob McLain next to him, Keith Chrisco, and Denny Pyeatt on the pole position, no one could seem to get staged properly. When it seemed like they were all set to go, Bast stretched the tapes about three feet and they had to restage again. Once the tapes went up Chrisco's clutch had had it, and didn't make it around one turn. Bast shot out front first with McLain hot on his trail. On the second lap Pyeatt shot by McLain and was quickly closing in on Bast. The next lap kept the same order with Pyeatt riding right in Bast's shadow, but the Champ didn't get to be the Champ just by luck as he proved to Mr. Pyeatt, taking the checkered flag first.

If one had no idea who was who in speedway, they never would have been able to tell the Second Division riders from the First Division in their Handicap Main Event. Randy Griffith was off like a shot from the 10-yard line, while Craig Young stayed close behind, and Shane Hawley held third. As they got to the third lap Young powered his way past Griffith and continued turning on the speed to secure his winning position. When the checkered came down Young was way out front, with Griffith taking second and Hawley staying in third.

Next week one of Ascot's favorites, Bobby Schwartz, will be coming over to race the familiar quarter mile, and the following week Shawn Moran will be making his appearance on the Ascot track to show 'em how it's done.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Denny Pyeatt; 3. Bob McLain.

HANDICAP MAIN: 1. Shawn McConnell; 2. Keith Chrisco; 3. Tom Hughes.

SECOND DIV. MAIN: 1. Craig Young; 2. Randy Griffith; 3. Shane Hawley.

FEATURE MATCH RACE: 1. Keith Chrisco def. Shawn McConnell.

Costa Mesa wins to Miller and Muntean

By Ken Kellogg

COSTA MESA, CA, JULY 11

With the opening of the Orange County Fair, most fans expected something a little different at Costa Mesa's speedway races. What they got was something a lot different.

In Heat number nine, a Scratch heat, Denny Pyeatt beat Alan Christian. Pyeatt beat Christian off the line and no one really got close to him. However, Denny's luck didn't hold out for the rest of the evening and he didn't make either Main event.

At the intermission, there was quite a match up: Brad Oxley, Dave Sims, Alan Christian and Mike Bast. There was one slight varation — they were riding donkeys, and although they were racing for fun and there was really no real winner, the riders did provide excitement and laughs for all.

Event number 18 was a match of champions with Dave Sims, Dave DeTemple, Mike Bast and Christian. Coming into turn one, Bast tried to go inside but there was no room. Then on lap three Christian found an inch to go into and he took it.

In the back straightaway Bast took it back, then in turn three they made contact. Christian was on the inside with Bast actually about three inches in front, also on the inside. Their bikes collided and both went down. Mike did a triple flip onto his head and Alan did a double, ending on his back. Neither got up right away. Finally Christian made it up and to the pits, but Bast didn't. Like the champion he is, he tried to get to his feet, but couldn't and was carried off. The last unofficial word was that both were all right.

In the Third Division Main, repeating as a winner was Jeff Havacko. Finishing second was another past Main event winner, Rusty Jennings. Third was Kent Shockley.

In the Second Division Main, John Foster beat out Eddy Lynch. Third was Dave Rose. John is making a bid for that First Division ride.

The Handicap Main brought a new face to the winner's club at Costa Mesa — Dave Miller. Riding from the 10-yard line, he got an super start and no one ever gave him a challenge. I'm sure he'll soon be a back yardage rider. The battle was for second place with Derek Gage beating out Jeff Carmello who got his first Division One win last week.

The final race of the evening, the Scratch Main, went to Mike "The Mad Man" Muntean. On the first lap, Dave Sims went down and was taken out unable to restart. Shawn McConnell got a good start and Dave DeTemple came out second on the outside. Muntean was actually in third, but in turn two he moved into second.

In the straightaway, Muntean gained on McConnell and in turn one of lap two, he took the lead. McConnell had to go outside and DeTemple moved underneath to take second.

There will be no races at Costa Mesa on July 18 because of the fair. Racing will resume on July 25 at 8 p.m.

Results

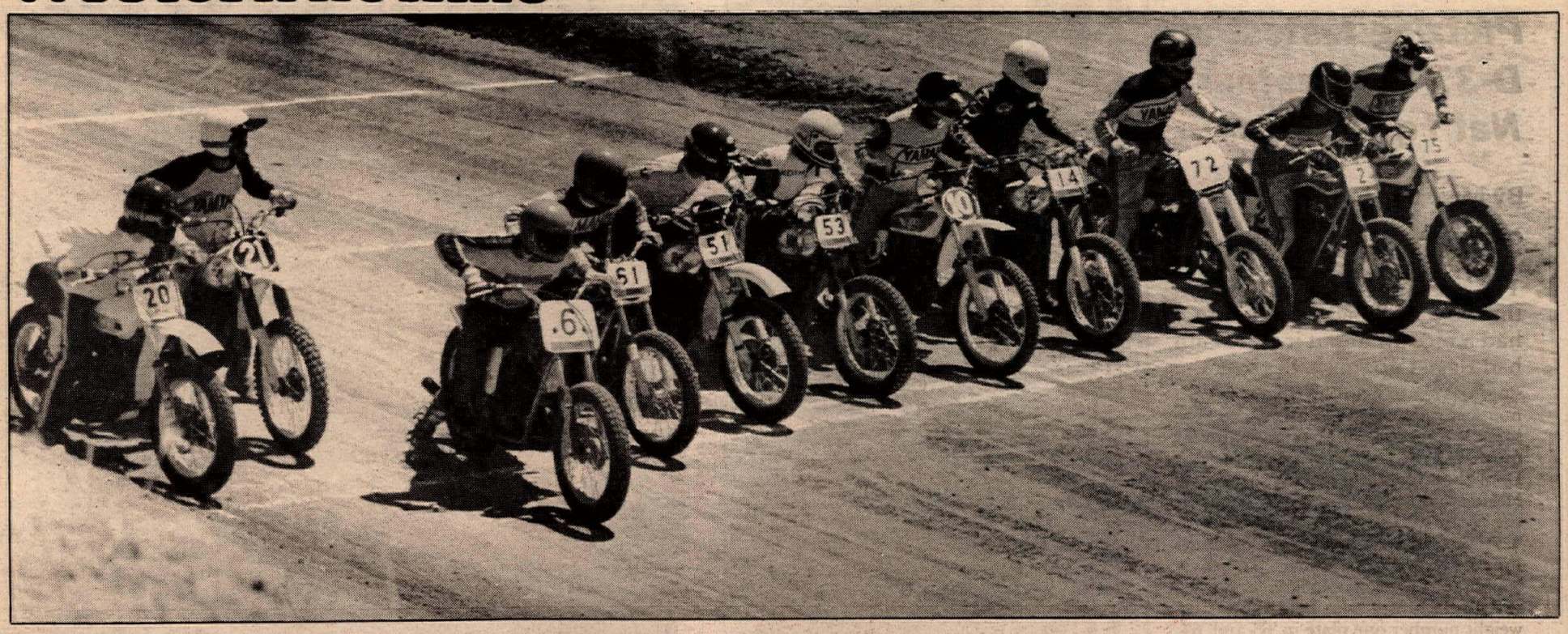
SCRATCH MAIN: 1. Mike Muntean; 2. Dave DeTemple; 3. Shawn McConnell; 4. Dave Sims.

HANDICAP MAIN: 1. Dave Miller; 2. Derek Gage; 3. Jeff Carmello.

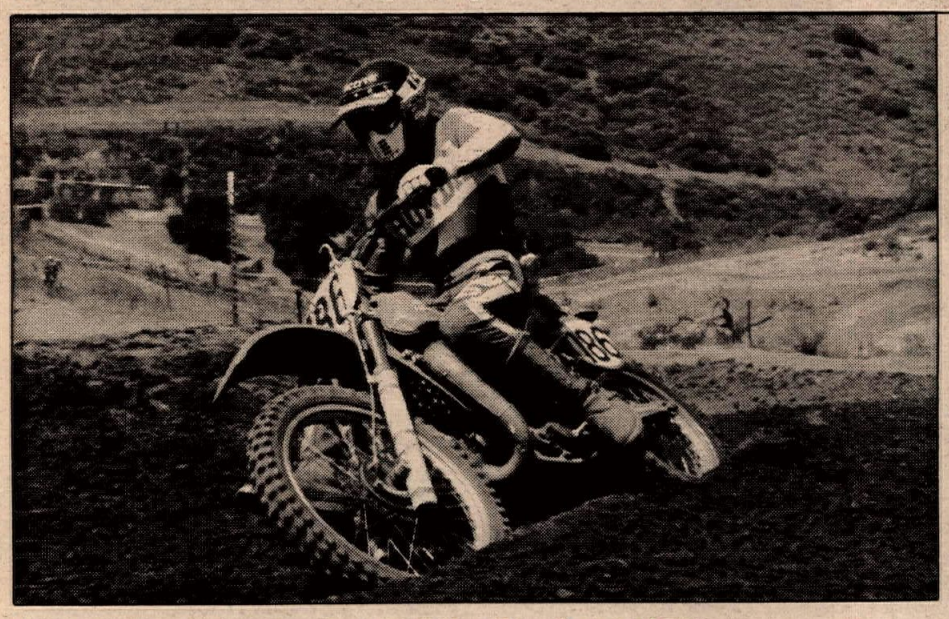
SECOND DIV. MAIN: 1. John Foster; 2. Eddy Lynch; 3. Dave Rose.

THIRD DIV. MAIN: 1. Jeff Havacko; 2. Rusty Jennings; 3. Kent Shockley.

Western hotline



The 500cc class starts at the Lightweights' TT qualifier. Rex Hailey (2) won, followed by Mark Cain (51) and Vince Landry (6).



Honda's Donnie Hansen won the 250cc Pro class at SSM.

Four for McGhee at Barona Oaks NMA qualifier

By Tom Corley

SAN DIEGO, CA, JULY 6

Minicycle racers from far and wide have been traveling on the National Motosports Association grand national championships series. The first qualifying event started in Las Vegas and from there the races were held at Indian Dunes, Saddleback, DeAnza and Sunrise. This week a qualifier was held at Barona Oaks which is located right in the middle of an Indian reservation.

All of the eligible riders will be making the long haul up to Ponca City, OK, for the Grand National Championships on August 6-10. From each class the 10 top finishers will get their chance to compete against the best from around the country on that date.

Starting with the smallest riders first, "King Richard" Saxton has won everything that he can in the Pee Wee Stock and Modified classes. His mother said that this would probably be his last year in the Pee Wee race because he is getting too big. The King should then be after all of the Junior Cycle titles. This time Richard smoked the Stock class over Bobby Yorba and Dustin Evans. He did the same to the other Pee Wee event and this was the Modified race. His super tuned Italjet kept him ahead of Dustin Evans and Jamie Conney.

Besides King Richard there were several riders who took a couple of class wins. Mike Knapp was dynamite in the 83cc Modified Novice 12 and over race and the Stock class as well. Knapp edged out Mike Lieber, Gil Valdez, Don Feeley and Kenny Valentine in the Modified race. In the Stock showdown Knapp's 1-2 score let him win ahead of Randy Maletta, Joe Rincon, Mike Brown and Mitch Palmer.

George Holland rides with the number one plate and was the fastest Mini on the track. Holland won both the 83cc Modified Expert race and the 105cc Open event. It should be interesting to see how he does when he gets into the big motorcycle racing. Perhaps he will be as successful at it as Jeff Ward and Brian Myerscough have been.

The NMA has many different classes for the big bikes and four of them were won by David McGhee. Some of the Minis may think that winning two classes is really hot but four is unreal. McGhee's wins included the 100cc Modified Expert, 125cc Stock Expert, 125cc Modivied Expert and the 250cc Expert classes.

Results

PEE WEE STK: 1. Rich Saxton (Ita); 2. Bobby Yorba (Suz); 3. Dustin Evans (Ita).

PEE WEE MOD: 1. Rich Saxton (Ita); 2. Dustin Evans (Ita); 3. Jamie Conney (Suz).

JR CYC STK 6-8: 1. Rich Saxton (Yam); 2. Jamie Conney (Yam); 3. Bob Headworth (Yam).

JR CYC STK NOV 9-11: 1. Steve Hale (Suz); 2. Chris Lara (Suz); 3. Phil Covarrubias (Yam).

JR CYC STK INT 9-11: 1. Mouse McCoy (Yam); 2. Brad Johnson (Yam); 3. Shaun Kalos (Suz).

JR CYC MOD 9-11: 1. Eddie Hicks (Yam); 2. Scott Brown (Suz); 3. Shaun Kalos (Suz).

83STK BEG 12+: 1. Paul Honescko (Suz); 2. Eric Fraser (Yam); 3. Mario Balcon (Suz).

83 STK NOV 12+: 1. Mike Knapp (Yam); 2. Randy Maletta (Suz); 3. Joe Rincon (Kaw).

83 STK INT 12+: 1. Paul Denis (Yam); 2. Rudy Dickinson (Suz); 3. Bobby Moore (Yam).

83 STK EX 12+: 1. Ken Dunlap (Suz); 2. Sam Storer (Kaw); 3. Troy Blake (Suz).

83 MOD NOV 9-11: 1. Shaun Kalos (Suz); 2. Chris Wallis (Yam); 3. Mike Peters (Yam).

83 MOD INT 9-11: 1. Frankie Brundage (Suz); 2. John Conney (Yam); 3. Scott Brown (Suz).

83 STK NOV 9-11: 1. Chris Wallis (Yam); 2. Shaun Kalos (Suz); 3. Chris Lara (Suz).

83 STK INT 9-11: 1. Frank Brundage (Suz); 2. Eddie Hicks (Yam); 3. John Conney (Yam).

83 MOD NOV 12+: 1. Mike Knapp (Yam); 2. Mike Lieber (Yam); 3. Gil Valdez.

83 MOD INT 12+: 1. Todd Campbell (Kaw); 2. Paul Denis (Yam); 3. Russell Winkler (Yam).

83 MOD EX: 1. George Holland (Suz); 2. Ken Dunlap (Suz); 3. Troy Blake (Suz).

105 OPEN: 1. George Holland (Suz); 2. Troy Blake (Suz); 3. Sam Storer (Kaw).

100 STK: 1. Rob Hendricks (Yam); 2. Peter Csulak (Yam); 3. Darin Rogers (Yam).

100 MOD: 1. Scott Robertson (Yam); 2. Rob Hendricks (Yam); 3. Darin Rogers (Suz).

100 MOD EX: 1. Dave McGhee (Yam).

125 STK NOV: 1. Vince McMahon (Yam); 2. Donald Harries (Kaw); 3. Doug O'Donnell (Suz).

125 STK INT: 1. David Saxton (Hon); 2. Steve Hitt (Suz); 3. Larry Butler (Yam).

125 STK EX: 1. David McGhee (Yam); 2. Ron Graves (Kaw); 3. Jim Krumme (Hon).

125 MOD NOV: 1. Doug O'Donnell (Suz); 2. Larry Daniel (Yam); 3. Vince McMahon (Yam).

125 MOD INT: 1. Robbie Brown (Suz); 2. John Hemme (Suz); 3. Guy Schmidt.

125 MOD EX: 1. Dave McGhee (Yam); 2. Ron Graves (Kaw); 3. Curt McCuistion (Kaw).

250 EX: 1. Dave McGhee (Yam); 2. Don Watson (Yam); 3. Paul Fitzgibbon (Yam).

Hagen, Hansen haul at SSM MX

By Terry Whytal

ORANGE, CA, JULY 5

Yamaha rider Bill Hagen did the honors in the Open Pro class at this week's SSM race. Hagen won both motos handily despite the pressure from Maico-mounted Brad Brown, who finished in the number two overall spot. Yamaha rider Alan Olson's 5-3 score gave him enough points for third. Matt Tedder kept his Suzuki on the gas to challenge Hagen in the first moto but mechanical problems dropped him to ninth in the second race and Tedder had to settle for fifth overall behind a consistent Allan Egbert, who rode his Suzuki to back-to-back fourth place finishes.

Team Honda rider Donnie Hansen aced the 250cc Pro class on board his works Pro-Link, setting the fastest lap times of the day in the process. DG/Honda rider Jim Tarantino stayed within striking distance of Hansen most of the day and had to survive the challenges of Yamaha rider Kippy Pierce and Suzuki-mounted Clint Hardick. Pierce finished the day in third behind Tarantino and Hardick dropped to 14th in the second moto when his exhaust burned a hole through the Suzuki's fuel tank and Hardick was unable to improve on his first moto's third place finish. Robert Reisinger slipped his Mission Viejo Kawasaki into fourth overall and Yamaha rider Ed Arnet picked up the fifth place money.

Honda rider Craig Dale put on his race face and wicked his CR125 into the lead in both 125cc Pro races and never looked back. Yamaha rider Rick Jackson gave chase but it was Dale's day and Jackson had to settle for second overall. Yamaha rider Tibbs McCullough finished in the number three slot with fourth going to Scott Baker on a Yamaha.

The Open Intermediate class fell to the charges of Yamaha rider Robert Casper who put together a 1-3 score to take home the top honors. Greg Painter put his Maico into the runner-up spot ahead of Dana Slater, whose second moto win boosted him into third overall.

Doug Rand rode his big-bore Yamaha to victory in the Open Novice class. Rand won both motos ahead of Suzuki rider Lance Sallis who picked up the second place honors. Maico rider Grant Palenske tallied a 4-3 score to earn third overall ahead of the Yamaha ridden by Jim Carstairs.

Results

OPEN PRO: 1. Bill Hagen (Yam); 2. Brad Brown (Mai); 3. Alan Olson (Yam).

250cc PRO: 1. Donnie Hansen (Hon); 2. Jim Tarantino (Hon); 3. Kippy Pierce (Yam).

125cc PRO: 1. Craig Dale (Hon); 2. Rick Jackson (Yam); 3. Tibbs McCollough (Yam).

OPEN INT: 1. Robert Casper (Yam); 2. Greg Painter (Mai); 3. Dana Slater (Suz).

250cc INT: 1. Bob Johnson (Yam); 2. Steve Hodapp (Yam); 3. Steve Olivares (Suz).

125cc INT: 1. Alex Jud (Suz); 2. Todd Brousard (Yam); 3. Joe Lockardt (Suz).

OPEN NOV: 1. Doug Rand (Yam); 2. Lance Sallis (Suz); 3. Grant Palenske (Mai).

250cc NOV: 1. Kenny Meeks (Suz); 2. Bill Hair (Yam); 3. Steve Beauchamp (Yam).

OPEN BEG: 1. Nick Costello (Suz); 2. Ron Brezina (Hus); 3. Larry Coffee (Yam).

250cc BEG: 1. Gilbert Mendez (Hon); 2. Chris Magistad (Hon); 3. William C Powell (Hus).

125cc BEG: 1. Scott Belanger (Yam); 2. Kjel Brudevold (Yam); 3. Steve Polenske (Suz).

Pfetzing fastest at D-37 TT Amateur Nat'l qualifier

By Maureen Lee

ORANGE, CA, JULY 6

The qualifier for our region thrown by the Lightweights M.C. had a nice air about it. The club had rigged up sunshades over the staging area to help the riders, the announcer did a good job and there were some notables around to show it was more than just a Sunday scramble. Bob Doornhos from the R&D section of Honda was on hand to have a look at the riders and the equipment used for TT. Terry Dorsch, owner of Champion Frames and a past District 37 heavyweight number one looked on along with Jim Hunter who held the heavyweight number one plate in '65 and '67.

We hope that people like Terry Dorsch, the White Brothers, One Step Cycle and Cycle Accessories know how much they're appreciated by we dirt track fanatics for all their support, the Champion-framed Hondas with mods by the White Brothers that will be raffled off at the end of our racing season aren't peanuts!

Jason Bell knows how to get his mini 50cc off the line quickly and he beat Kevin Ambrose in that class. The 80cc brigade were so hot to go that the starter had barely walked across the track, let alone made a movement and some of them split for turn one. The heat race gave them starting positions for the main so it was Curtis Cannon on the pole, and "Cannonball" smoked 'em in the main. Second was Mike Kirby, then way behind him third place man, Brian Barrick.

Roger Thompson ended up third behind Ron Bell and Greg Nelson in the Schoolboy class; there was one place on the uphill section that parted him from his scoot on two occasions.

The Youth 125s really made the dust fly. Curtis Cannon ran off with the heat, but they were all very anxious for the main. Roger Thompson rain into Curtis Cannon's rear wheel, then went sailing up the bank and crashed on the front straight, while brother Ted and Jim Livingston tangled and went down in turn one. Finally, they were all off and going in the same direction, with Ted Thompson holding the lead start to finish. Then came Jim Livingston, Roger Thompson and Greg Nelson. Cannon lost his place with the front runners when he stalled going up the hill.

In the 250cc class, David Vogel was in first until he missed a shift in the hairpin and the others all steamed by while he was trying to sort out his gearbox, including Chris Chandler who won the heat, followed in by Randy Bird. At the start of the main, they all got sloppy and slid all over the track until one rider finally went completely sideways on the back straight and unloaded, with three others following him.

They were all dusted off and lined up again, and this time Randy Blevins charged off with the lead, never to lose it, followed by Mark Coker. The battle of the race was between James Wood and Bruce Windham, they had a fine old time of it, along with Chris

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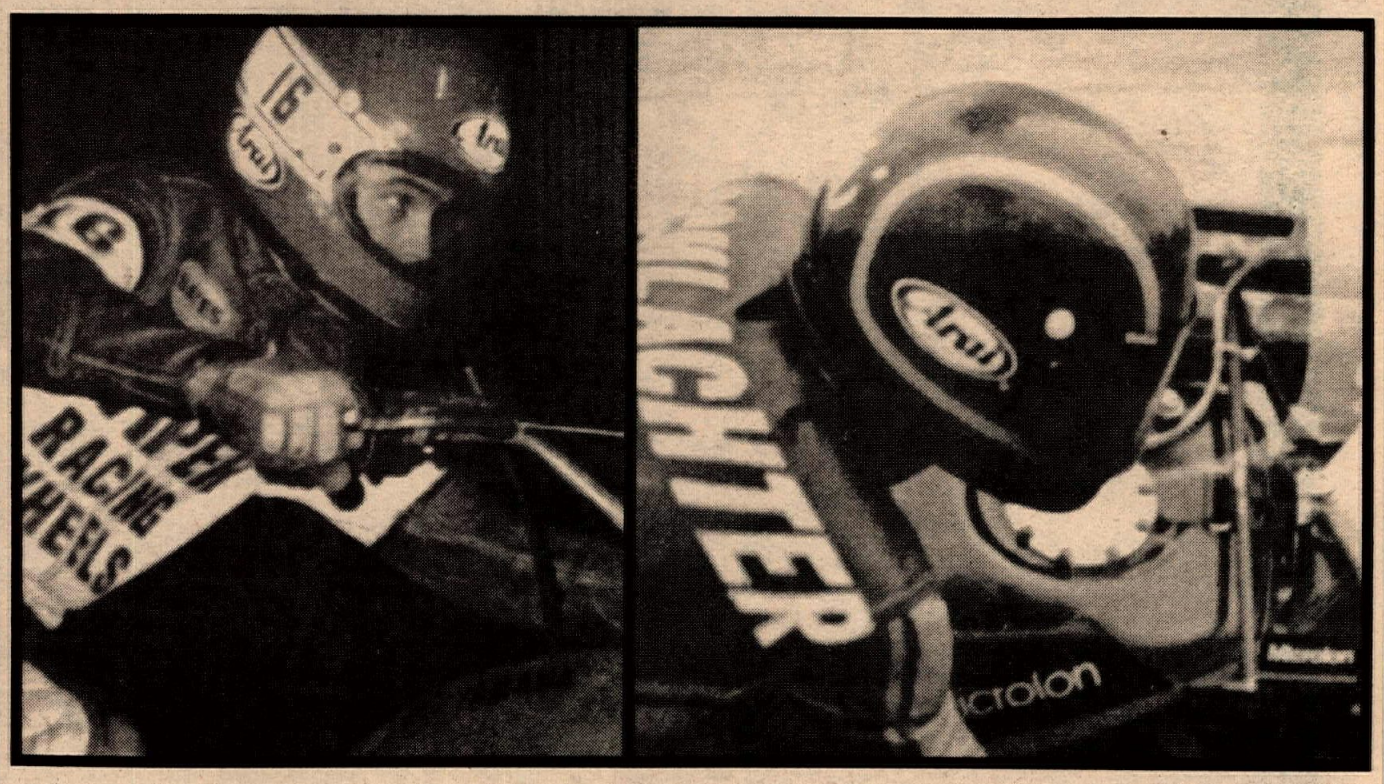

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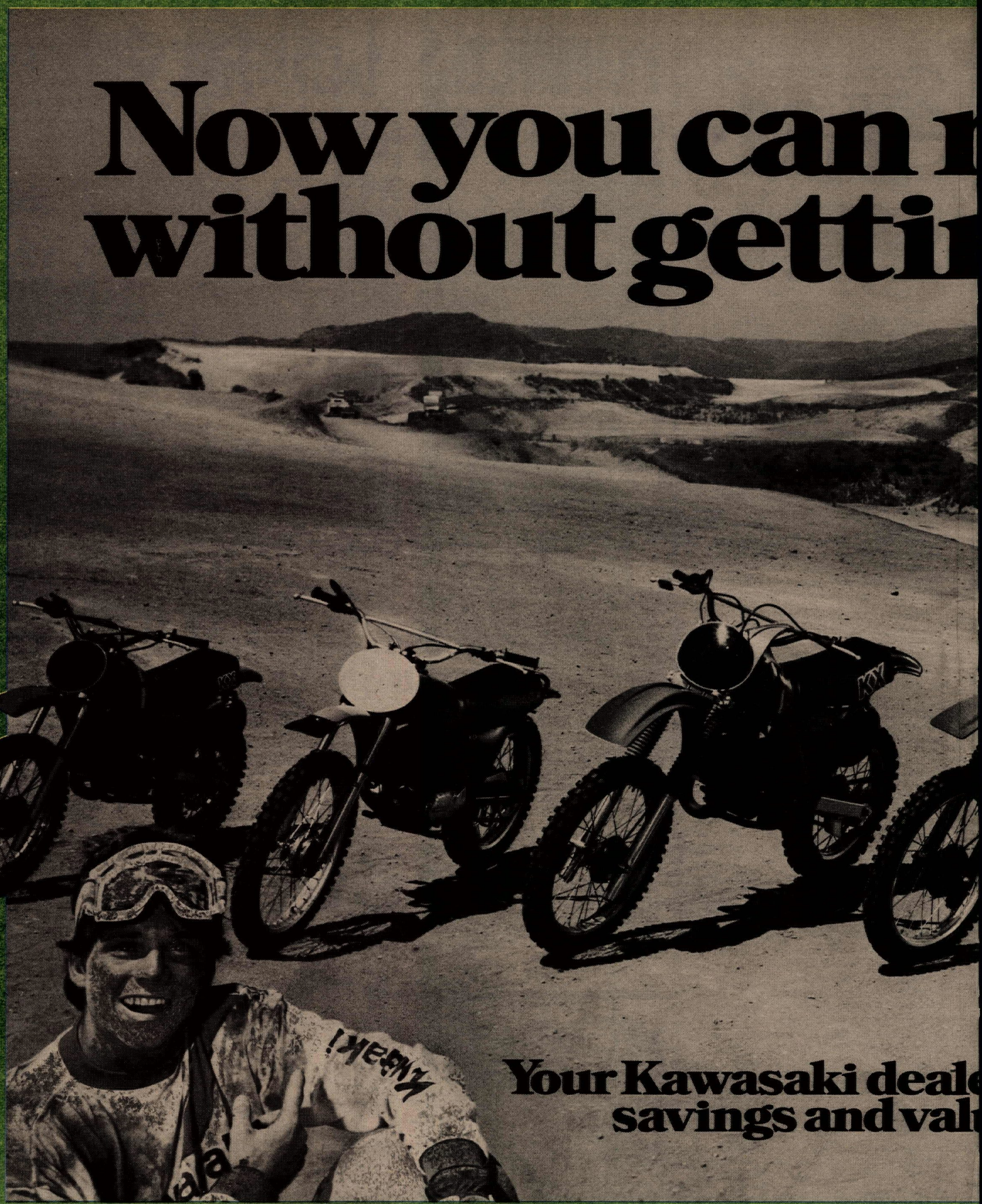

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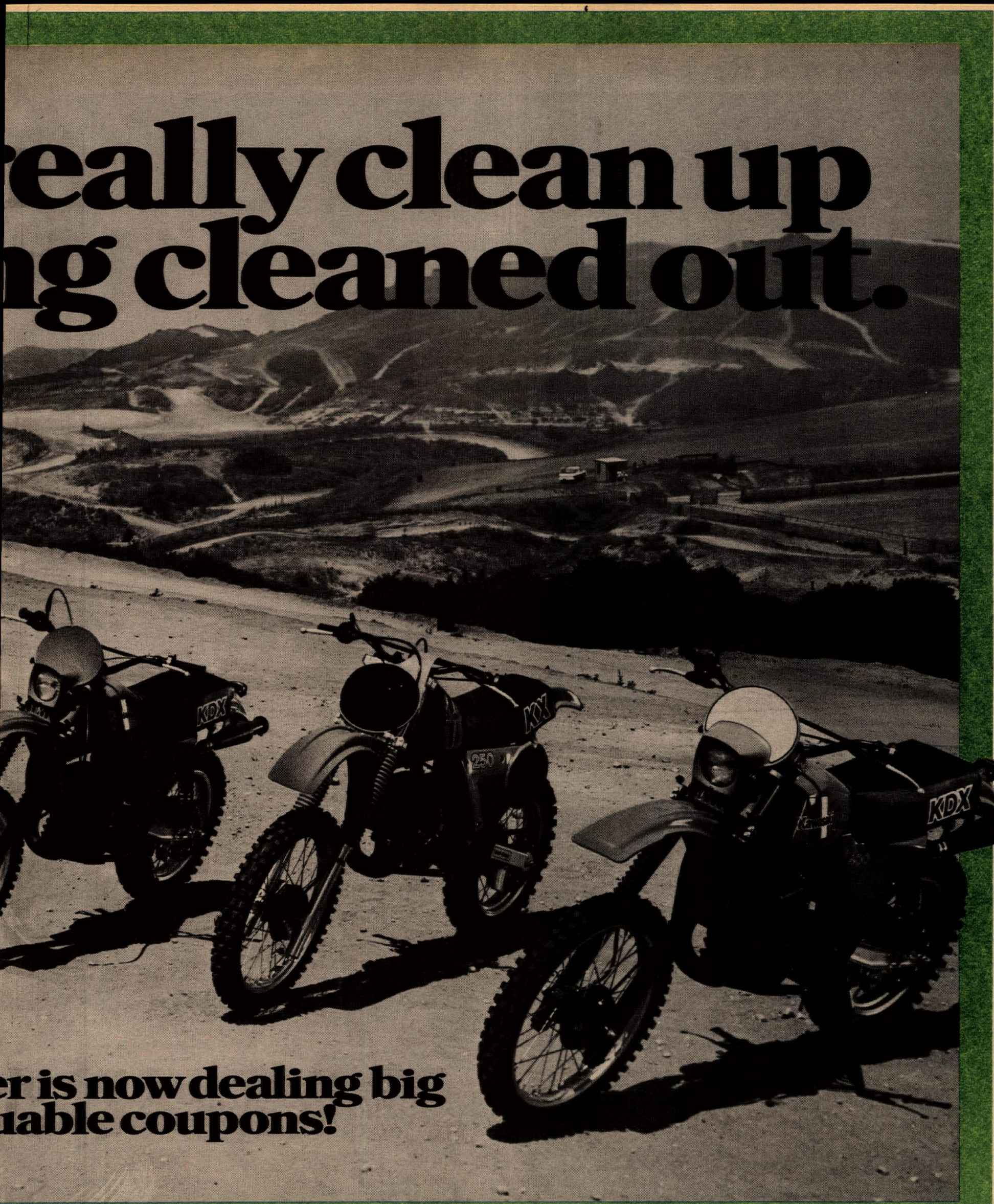

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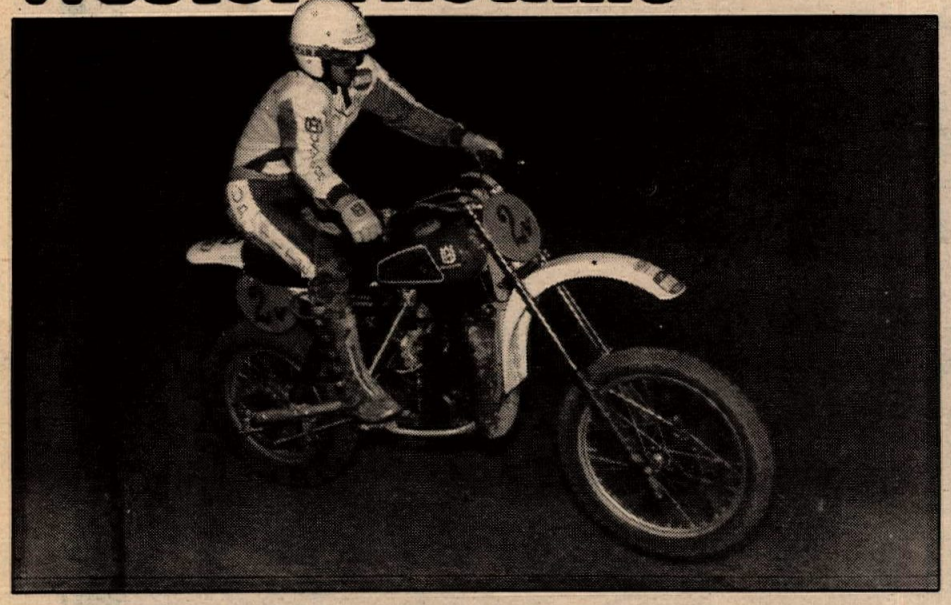
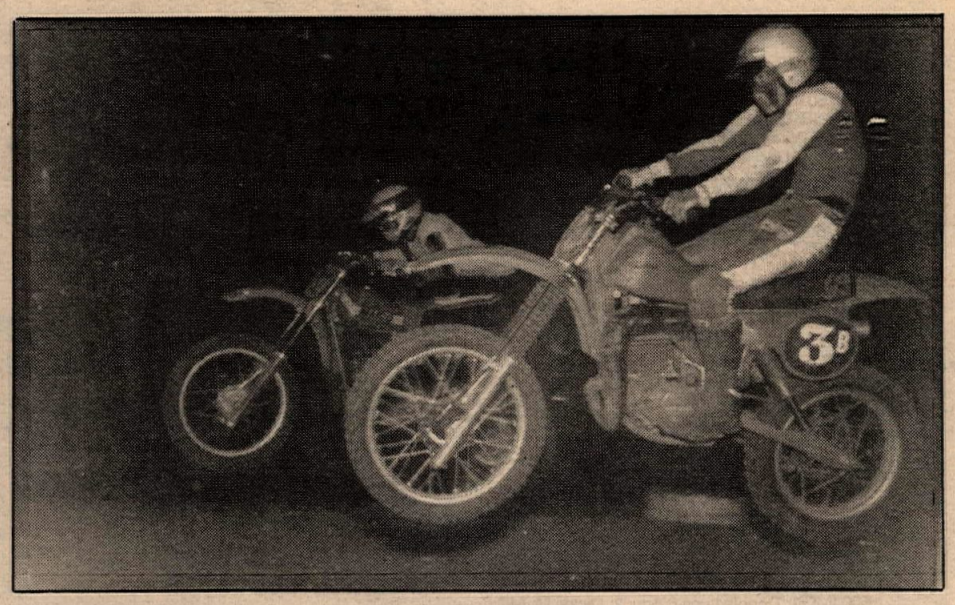


Gabe Brown was third 250cc Novice at OCIR.



A pair of 250cc riders go for it at CMC Ascot.

Chandler who beat them both for third. And what of Randy Bird who did so well in the heat? He had the bad luck to toss a chain.

Rex Hailey showed 'em he was the man to beat in the 500cc heat race, and he ended up the winner in the main. Dean Sykes had the lead at the start, but Rex nailed him and took over with a beautiful pass on the downhill section of the track after Sykes had tried every dodge he knew to keep Hailey behind him. Vince Landry held third over Greg Beloit while Keith Guthery and Gene Chandler swapped around the fifth place; Guthery got it.

The Open class turnout was woefully small and Larry Bird allowed his attention to wander a bit which got him riding way off the track just before the downhill...it was fun to watch for a few seconds. He won the class, with Steve Eldrege and Ron Bell behind.

The hacks made a race of it. Sanner and Melillo finally took the lead away from Sherman and Burns, with Krohn and Moore bunched right with them. Everyone took a deep breath when Tina Wyant tumbled out of her "White Knuckle Express" when it turned over on the start, but they righted the hack, and with Tip Rahm as pilot, finished the race in fifth.

In the Senior division, Larry Bird won the heat by half a track length, followed in by Steve Elredge. Larry won the main too, but the race was between Elredge and Ken Green, going inside and outside of each other for second place, Green being the holder of that spot by the end of the race.

The Money race was super neat. Denny Briggs and Tom Berry couldn't keep young Rob Pfetzing on a smaller 250cc behind them in the heat; Rob neatly passed Berry on the uphill to take the first spot and hold it. Then with Briggs on his 500 Yamaha chasing him hard, the pair pulled away from the next group consisting of Tom Berry, Randy Bird and Jay Lewis. Bird took third and although Jay Lewis had it all hanging out, he couldn't get around Berry.

Come the main it was one big shuffle of places on the back straight, and up the hill. Again Pfetzing got himself out front away from the big bores and ran off with the win...me thinks we have an up and coming Pro in that one so keep an eye on him. Briggs had the second spot, and trying again to overcome Randy Bird was Jay Lewis. He really tried too, but only got the door slammed on him a couple of times, while trying to get around him was Jim Berry, a rider from past years we don't see enough of. Jay finally got by Bird at the top of the hill and got third for himself, while Briggs started to give Pfetzing fans fits when he came right up to his rear wheel. But no biggie, Robert just hung on in his usual smooth way, and took home the prize money.

Results

50cc: 1. Jason Bell (Yam); 2. Kevin Ambrose (Yam).
80cc MOD 7-11 YRS: 1. Brian Barrick (Yam); 2. Don Ambrose (Yam); 3. Jason Bell (Yam).
80cc MOD 12-14 YRS: 1. Curtis Cannon (Yam); 2. Mike Kirby (Yam).
125cc SCHOOL BOYS: 1. Greg Nelson (Yam); 2. Ron Bell (Yam); 3. Roger Thompson (Yam).
125cc YOUTH: 1. Ted Thompson (Hon); 2. Jim Livingston (Yam); 3. Roger Thompson (Yam).
250cc: 1. Randy Blevins (Yam); 2. Mark Coker (Yam); 3. Chris Chandler (Yam).
500cc: 1. Rex Hailey (Yam); 2. Mark Cain (Yam); 3. Vince Landry (Yam).
SIDEHACKS: 1. Robert Sanner/Perry Melillo (Hon); 2. James Sherman/Mike Burns (Hon); 3. David Krohn/Mike Moore (Hon).
OPEN: 1. Larry Bird (Tri); 2. Steve Eldredge (Yam); 3. Ron Bell (Yam).
MONEY RACE: 1. Robert Pfetzing (Yam); 2. Dennis Briggs (Yam); 3. Jay Lewis (Hon).
SRS: 1. Larry Bird (Tri); 2. Ken Green (Hon); 3. Steve Elredge (Tri).

Cavness flies at OCIR MX

By Tom Corley

IRVINE, CA, JULY 3

Tonight was the big night for the little bikes as the R.A.C.E. had a special minicycle program. The smaller riders came out to win the good looking trophies courtesy of the 7-11 store in Tustin. Along with the trophies there were gift certificates and free grips given out to all of the riders. It was the best turnout of riders that OCIR has pulled in all season. Part of the reason for the fantastic turnout is that Corona's Friday night motocross race was to be replaced by a special fireworks show. So everyone decided to motor on out to OCIR and we're sure that the turnout will be good all summer long.

In all the Mini moto riders formed eight classes. A fair-sized 50cc class was seen and its usual hotshoe "Mad Matt" Foster was in the line-up but didn't make it out onto the track. Bobby Headworth took full advantage of this and became the overall winner. In this contest he hung in the second place position both times and came out as the winner. Sparky Sparks was disqualified after doing well. Kevin Samford won the first moto but because of a third place in the second moto he landed second overall ahead of Scott Hughey.

For tonight only they let the Mini Intermediates and Experts romp on the special supercross jump section. What happened? Well if the big bikes have trouble with it then it stands to reason that these little guys would and sure enough they took a few spills. Taylor Marcell raced in the 125cc class and also in the Mini Expert race. He won the Mini race with a 2-1 finish while competitor Bruce Bunch had a 1-2 reverse score. Bunch found the jump section to be difficult and he landed awkwardly several times.

Some riders have bike shops for their sponsors. Then there are others like Darrell Wall who is sponsored by Tavern Cocktails. Darrell has good reason to celebrate after roosting on the 125cc Beginner division one class. He led every lap on his Suzuki and it should be time for him to be moving up into the Novices. Brian Bates took a 3-4 for the night which put him just ahead of Larry Waterhouse's 2-6 score. Steve Puglis placed fourth ahead of Jerry Forde.

They have had it at other places like at San Bernardino, but tonight, was the first time that they have had a jumping contest at OCIR. For this they used the big jump which is right against the drag strip. Scott Cavness was airborne for the longest and because of this he won himself $80. Cavness also kicked on the 500cc Expert class and picked up the overall bucks in that race in front of Doug Boyd from KTM West and Jim Speight.

Results

50cc: 1. Bobby Headworth (Yam); 2. Kevin Samford (Yam); 3. Scott Hughey (Yam).
60cc: 1. Gary Morton (Suz); 2. Jason Jones (Suz); 3. Richy Thorwaldson (Suz).
MINI BEG DIV I: 1. Lightnin' Linehan (Yam); 2. Greg Armstrong (Kaw); 3. Lee Beaver (Suz).
MINI BEG DIV II: 1. Loren Burkman (Kaw); 2. Jeff Orozco (Kaw); 3. Kurt Strand (Kaw).
MINI BEG DIV III: 1. Ronnie West (Suz); 2. Eric Gonzales (Suz); 3. Craig Candy (Suz).
MINI NOV: 1. Eric Bellwood (Yam); 2. Steve West (Suz); 3. Johnny Whitsett (Yam).
MINI INT: 1. Don Turk (Yam); 2. Chris Sparks (Kaw); 3. Gary Ybarra (Kaw).
MINI EX: 1. Taylor Marcell (Kaw); 2. Bruce Bunch (Kaw).
100 BEG: 1. Brad Kelly (Yam); 2. Mike Merlin (Suz); 3. Ron Convery (Yam).
125 BEG DIV I: 1. Darrell Wall (Suz); 2. Brian Bates (S&S); 3. Larry Waterhouse (Suz).
125 BEG DIV II: 1. Gary Vinson (Suz); 2. Ed Watt (Suz); 3. Darryl Goya (Suz).
125 BEG DIV III: 1. Curt Malins (Suz); 2. Corey Groom (Suz); 3. Don Fotiodes (Suz).
125 NOV DIV I: 1. Scott Fellhoetter (Suz); 2. KC Maddox (Yam); 3. Gary Ward (Yam).
125 NOV DIV II: 1. Don Myron (Suz); 2. Bobby King (Suz); 3. Jay Marcell (Kaw).
125 INT: 1. Harley Hall (Yam); 2. Danny Bartholomew (Yam); 3. Doug Bowers (Suz).
125 PRO: 1. Rick Jackson (Yam); 2. Rick Atkins (Suz); 3. Warren Bell (Suz).
250 BEG: 1. Randy Mooch (Yam); 2. John Gallagher (Yam); 3. Kerry Edwards (Kaw).
250 NOV: 1. Bret Hester (Yam); 2. Scott Marsh (Hon); 3. Gabe Brown (Hus).
250 INT: 1. Gary Lower (Yam); 2. Don Gibbons (Yam); 3. Rod Drury (Hon).
250 PRO: 1. Todd Peterson (Yam); 2. David Bellings (Yam); 3. Don Griewe (C-A).
500 NOV: 1. Doug Rand (Yam); 2. Jimmy Carstairs (Yam); 3. Mark Gibbs (Suz).
500 BEG: 1. Don Stanley (Yam); 2. Jim Johnson (Suz); 3. Craig Hofmeister (CZ).
500 PRO: 1. Scott Cavness (Suz); 2. Doug Boyd (KTM); 3. Jim Speight (Yam).

Westergaard wins at CMC Ascot MX

By Tom Corley

GARDENA, CA, JULY 2

The racing crowd received quite a surprise when they pulled into the Ascot pits. Ordinarily everyone just parks as soon as they come in but this night the track crew switched things around. Now the tracks and vans line up directly against the grandstands. They are no longer using the trackside concessions stand but instead the main one. The track is changed as well and the finish line moved to just a little ways in front of the TT jump and they altered a couple of corner sections also. Everyone seemed to go along with the new changes.

One other change that happened as of this week was that Frank Pilato is no longer a 125cc Junior class killer and has been promoted to the Intermediate group where he should be. The usual class winner in the Intermediates is Craig Westergaard and he maintained his victory position. The newcomer Pilato was a super threat though, and Frank pulled two second place finishes next to Westergaard. In the coming weeks it will be very interesting to see these two fight it out for first. Sean Gilboy has to be mentioned for his fantastic first moto win, but because he was stuffed back into third in the final round he did not win. Rather, Gilboy settled into third ahead of Donnie Luce and Doug Bowers.

Warren Posey is a sure bet to place in the top three 250cc Junior positions, and he was seen whipping the pack in both motos. He took two first place wins and this gave him the best 250cc Junior division one trophy ahead of Rick Johnson and Mike Tarkington.

What looked like a winning night for Gary Sewell turned out to be a disaster. Sewell was involved in the 250cc Intermediate class line-up and walked off with it in the first moto ahead of Ron Olson and Tim Hammer. Then in the second moto Sewell had to trail Olson from second place. Gary was hot after him and it was possible that he might have caught him. Then while approaching the double jumps, Sewell got crazy and went out of control. His Ammex flipped over and he landed on the lower level of the track just like Tim Lunde did a couple of weeks ago. What a way to go! Olson had it made from then on and took the win in this moto and also the overall win. Placing behind Olson were Devon Farley and Hammer.

Results

MINI 50 JR: 1. Jason McFarland (Suz); 2. Newton Acevedo (Suz); 3. Jason Jones (Suz).
MINI 50 INT: 1. Prax Cruz (Suz).
MINI JR DIV 1: 1. Danny Tinsman (Kaw); 2. Jeff Barbacovi (Yam); 3. Dan Carpenter (Suz).
MINI JR DIV 2: 1. Steve Evinger (Suz); 2. Greg Warbington (Yam); 3. Donny Fish (Hon).
MINI INT: 1. Gary Ybarra (Kaw); 2. Richard Fleming (Yam); 3. Dan Sween (Suz).
100 JR: 1. Brad Kelly (Yam).
100 INT: 1. Terrence Mumford (Yam).
125 JR DIV 1: 1. Steve Bainter (Yam); 2. Scott Crawford (Suz); 3. Robby Moore (Suz).
125 JR DIV 2: 1. Bill Fullmer (Yam); 2. Ed McMillin (Hon); 3. Michael Early (Hon).
125 INT: 1. Craig Westergaard (Yam); 2. Frank Pilato (Yam); 3. Sean Gilboy (Yam).
125 PRO: 1. Tim Shelton (Yam); 2. Angel Montoya (Hon); 3. Glenn Page (Suz).
250 JR DIV 1: 1. Warren Posey (Yam); 2. Rick Johnson (Yam); 3. Mike Tarkington (Kaw).
250 JR DIV 2: 1. Doug Davenport (Yam); 2. Kevin Brown (Mai); 3. Darrell Russell (Hon).
250 INT: 1. Ron Olson (Hon); 2. Devon Farley (Hon); 3. Tim Hammer (Yam).
250 PRO: 1. Tim Lunde (Yam); 2. Chuck Lunde (Hon); 3. Ed Arnet (Yam).
500 JR: 1. Don Galitz (Yam); 2. Chris Wilinski (Suz); 3. Trey Campbell (Yam).
500 INT: 1. Donnie Luce (Yam); 2. Dickie McMillan (Hus); 3. Steve VanZant (Mai).
500 PRO: 1. Matt Tedder (Suz); 2. Brad Brown (Mai); 3. Ed Arnet (Yam).
OVER 30: 1. John McManaway (Yam); 2. Pete Cook (Yam); 3. Ray Sanchez (Yam).
SR: 1. Robert Ottow (Mai).

Fireworks at AME night minicross

By Matt Lewis

VALENCIA, CA, JULY 4

Under the fireworks display visible from Magic Mountain, riders at American Motocross Enterprises' Friday night minicross celebrated the Fourth of July. Along with the racing there was a special half time drawing for tickets to the Superbowl of Motocross with six lucky winners. There was also a surprise visit by Kal-Gard, with prizes for all riders.

In the 61cc Stock Juniors, Paul Matthews got the first moto holeshot and Block Suzuki's Bubba Erickson was right on his tail. Erickson stayed right with Matthews, looking for an opening on every turn and straight, but Matthews hung on for the win.

In the second moto Erickson got the gate with Matthews trailing. Erickson was able to open up his lead for a second moto win and first overall.

Toby Lawes went for back to back wins over Paul Sherrod in the 83cc Stock 12 and over class. Sherrod made a fine showing after many months' absence.

Results

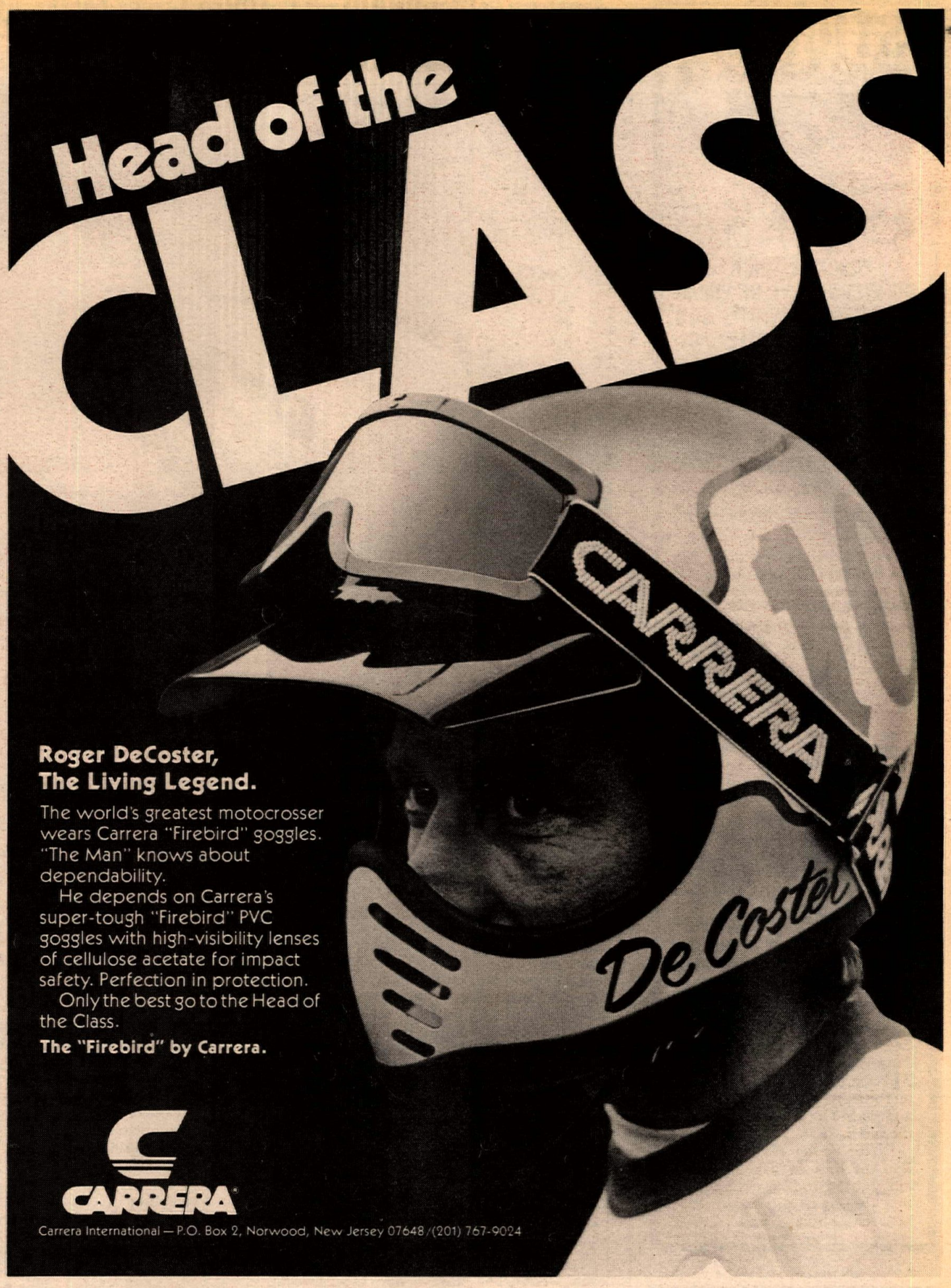
PEE WEE: 1. Steven Kotajarvi (Itj); 2. Ronnie Densford (Itj); 3. Josh Melchins (Suz).
61cc STK BEG: 1. Alvin Matthews (Suz).
61cc STK JR: 1. Bubba Erickson (Suz); 2. Paul Matthews (Suz); 3. Steven Kotajarvi (Yam).
61cc STK INT: 1. Kyle Lewis (Yam); 2. Danny Lamb (Yam).
61cc MOD INT: 1. Kyle Lewis (Yam); 2. Danny Lamb (Yam).
83cc STK BEG: 1. James Collier (Kaw); 2. David Chambers (Yam); 3. Chuck Pegg (Hon).
83cc STK 12+: 1. Toby Lawes (Yam); 2. Paul Sherrod (Kaw); 3. Robert Clarke (Suz).

Johnson jumps at Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, JULY 2

Yamaha-mounted Rick Johnson not only blasted the 125cc Pros as usual, but he figured out what it was going to take to break the KPRI Competition Hill jump record as well. Johnson debuted a booming 500cc Yamaha four-stroker, and although he was unable to down Clint Hardick in the Open Pros, he shattered the 62'6" jump record set by Bill Curran. Johnson was upping the distance almost every lap and finally in the seventh lap of the second moto he "javelined" to a new mark of 64'8".



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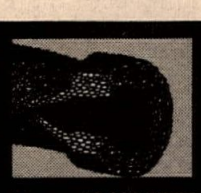
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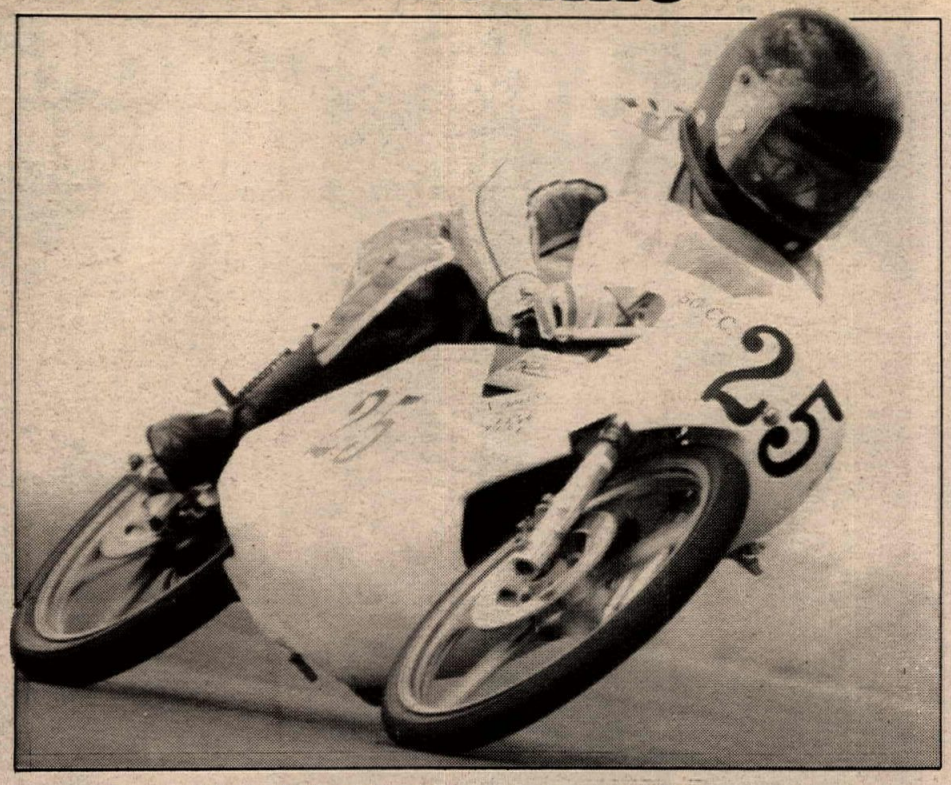

Franco Garavoglia took the 50cc GP class win at AFM Riverside.

The 250cc classes provided most of the other action for the night as Dan Watson went two for two again, but not without a lot of pressure from Terry Belcher in the first moto and Bobby Baldwin in the second go-'round. The Yamaha hauler is just about ready to move to the Pros as the win should put him near 30 points. The 250cc Juniors provided the wildest show of all in the Coke Competition as Chuck Kecskes battled to two seconds to pick up a tie breaker from Dave Menard who had a 1-3 effort. Third place went to steady riding Steve Bolger who put together a 6-1 finish.

Hey, let's not forget the "Banzai kids," the 125cc Juniors. Jim Klocksieben scored his first overall win with a tie-breaker over Rudolfo Sevilla. Ken Kopecky parlyaed a 3-6 effort into a third place, and David Crowson made a great comeback effort for fifth to move into a virtual deadlock with point leader Mike Kincheloe who wound up in 10th after some fall-down problems. In the Junior Minis, Lance Barnett gained a little ground on point leader Kevin Nolan with a two for two effort with fast improving Chris Shaw in for a tight third. And finally, "Jammin' Jamie" Conney once again put down the Gaumond boys in the Pee Wees as that Bounty Trophy gets bigger every week.

The ATCs continue to gain riders each week. The always hot 113cc-132cc Modifieds once again went to Big Al's rider David Mueller and Bob Gilliam scored his first Open victory over newcomer Duce Stewart.

Results

500cc PRO: 1. Clint Hardick (Suz); 2. Rick Johnson (Yam).
125cc PRO: 1. Rick Johnson (Yam); 2. Scott Meyer (Yam); 3. Tony Jones (Suz).
500cc INT: 1. Craig Infeld (Mai); 2. Ric Mahlmeister (Yam).
250cc INT: 1. Dan Watson (Yam); 2. Bobby Baldwin (Kaw); 3. Ron Lounsbury (Yam).
125cc INT: 1. Art Corbin (Yam); 2. Mike Dodge (Yam).
500cc JR: 1. Matt Wheeler (Yam); 2. Alan Klymph (Hon); 3. Mark Bradford (Hon).
250cc JR: 1. Chuck Kecskes (Hon); 2. David Menard (Hon); 3. Steve Boyer (Yam).
125cc JR: 1. Jim Klocksieben (Suz); 2. Rodolfo Sevilla (Kaw; 3. Ken Kopecky (Suz).
MINI JR: 1. Lance Barnett (Yam); 2. Kevin Nolan (Kaw); 3. Chris Shaw (Suz).
PEE WEES: 1. Jamie Conney (Suz); 2. Eddie Gaumond (Yam); 3. Norman Guamond (Yam).
ATC CLASSES
91cc-112cc MOD: 1. Tom Gaian; 2. John Campos; 3. Bob Martin.
113cc-132cc MOD: 1. Davis Mueller; 2. Phillips Finch; 3. Steve Wright.
OPEN: 1. Bob Gilliam; 2. Duce Stewart; 3. Don Graham.

Easy for Eagan at AFM Riverside RR

By Patrick Behar

RIVERSIDE, CA, JUNE 29

Once more, Pat Eagan *(Cycle World*/Moriwaki/ND Honda Hawk) dominated the 430cc Production class, but this time he had to deal with Dain Gingerelli *(Cycle Guide* RD350 Yamaha). The two fast magazine riders started up front and stayed together until Dain's bike seized after the halfway mark. That left Larry Theobard (T&O Yamaha) and Ed Toomey (TMC Yamaha) picking up the other spots.

Eagan is looking very good for a championship in that class, and will try to double it with a Lightweight Superstreet one when his other Hawk is ready for the Ontario race on July 20.

In the 750cc and Open Production races it was once again the Champion Motorcycles team of Mike Spencer in the 750cc class aboard a KZ750 and Lee Fleming on KZ1000 in the Open class. Kurt Knollenberg (San Jose BMW/Suzuki) on a GS1100 took second in the Open Production race and another second in the Open Box Stock race, but this time to Whitney Blakeslee and his Kawasaki KZ1000. Francis Mazur (750 Honda F) won the 750cc Box Stock ahead of Mark Shelton (Champion Kaw) and Mike Spencer collected another win in the 431-600cc Box Stock on a KZ550. The very popular 430cc Box Stock class was won by Conrad Brooks.

But for Mike Spencer it was not over, he collected another trophy in the 750cc Superstreet class, while Open Superstreet was won by Tracy Grieger on a KZ1000.

The 250cc GP race saw a number of accidents that required ambulance trips for the riders involved. One of them was John Matherson who was caught by a slower rider while passing in turn seven. Matherson was leading the race at that time followed by Leland Hancock and Dwayne Chung. When it was all over it was Hancock in front and Brinckerhoff second.

But in the Open GP competition there was no contest. Mark Homchick, aboard a Paul Damen OW31 that Dave Aldana used to ride, led the race from start to finish, followed by the very fast Harley of Vance Breese, who was cheered by the crowd on every lap he ran.

In the smaller GP race, the 125cc, it was John Glover on Honda in front of Todd Brown and his water-cooled Yamaha.

Results

125 PROD: 1. Haim Beressi (Yam).
200 PROD: 1. Christine Baur (C-A); 2. Jim Collins (Yam); 3. Mike Hedrick (C-A).
250 PROD: 1. Francis Mazur (Yam); 2. Daniel Diaz (Yam); 3. Richard Coleman (Yam).
430 PROD: 1. Pat Eagan (Hon); 2. Larry Theobald (Yam); 3. Ed Toomey (Yam).
600 PROD: 1. Ray Straka (Kaw); 2. Tim Tingey (Hon); 3. Steve Dozier (Ka)w.
750 PROD: 1. Mike Spencer (Kaw); 2. Willi Scheffer (Hon); 3. Francis Mazur (Hon).
OPEN PROD: 1. Lee Fleming (Duc); 2. Kurt Knollenberg (Suz); 3. Chris Steward (Suz).
SIDECARS: 1. Garnett/Smith (Kaw); 2. Roberts/Kinne (Kaw); 3. VanOrsdale/Thomas (Suz).
50 GP: 1. Franco Garavoglia (Rin); 2. Andy Osborn (Ita); 3. Peter Galindo (Ita).
100 GP: 1. Dusty Behrman (Hon); 2. Earl Smith (Hon); 3. Steve Fewtrell (Ka)w.
125 GP: 1. John Glover (Hon); 2. Todd Brown (Yam); 3. Rob Stabile (Hon).
200 GP: 1. Mike Hedrick (C-A); 2. Don Nelson (C-A); 3. David James (C-A).
250 GP: 1. Leland Hancock (Yam); 2. Wm. Brinckerhoff (Yam); 3. Tom Chew (Yam).
500 GP: 1. Dave Longson (Yam); 2. Keith Code (Yam); 3. David Dwyhalo (Yam).
OPEN GP: 1. Mark Homchick (Yam); 2. Vance Breese (H-D); 3. Jon Woo (Kaw).
0-430 BOXSTOCK: 1. Conrad Brooks (Yam); 2. David Behrendt (Yam); 3. Perry Stein (Hon).
431-600 BOXSTOCK: 1. Mike Spencer (Kaw); 2. Ray Straka (Kaw); 3. Robert Radel (Kaw).
600-750 BOXSTOCK: 1. Francis Mazur (Hon); 2. Mark Shelton (Kaw); 3. Mike Krolick (Hon).
751-OPEN BOXSTOCK: 1. Whitney Blakeslee (Kaw); 2. Kurt Knollenberg (Suz); 3. Lee Fleming (Kaw).
230-600 SUPERSTREET: 1. Jeff Hagan (Yam); 2. Bob Runyon (Yam); 3. Jeff Gehrs (Suz).
601-750 SUPERSTREET: 1. Mike Spencer (Kaw); 2. Rene Gereau (Kaw); 3. Wendell Phillips (Nor).
751-OPEN SUPERSTREET: 1. Tracy Grieger (Kaw); 2. Jeff Stanley (Suz); 3. Steve McClenon (Suz).

Hardick, Arnet battle for CRC Indian Dunes cash

By Nanette Marie

VALENCIA, CA, JUNE 29

With the majority of the local riders up in the Mammoth Mountains for the famed Mammoth Mountain Motocross weekend, the turnout at the California Racing Club's regular Sunday motocross at Indian Dunes was slightly down, but not enough to take any action away from the classes. On a newly revised Shadow Glenn track, Clint Hardick and Ed Arnet battled head to head for four motos before the overall wins were decided in the 250cc and Open Pro classes. As for the 125s, it was a struggle between Jimmy Mitchell and Chip Johnson as to see who would take home the bigger paycheck at the end of their two 12-lap motos.

The morning's racing started off with the 250cc Pros out on the course, and on the first lap, the Arnet/Hardick battles began with Arnet out front and Hardick right at his heels. Arnet got a break in the first round when Hardick stalled his Suzuki in front of the scoring tower after failing to get enough of his front wheel underneath Arnet to make a pass in a tight right-hander, but Hardick soon made up the difference in the laps to follow. The checkers came out with Arnet in front, just barely beating Hardick, with Blake Schwortzman third.

Round two saw the two again jump out front early, but this time Hardick was not mistake-ridden. Although he nearly stalled in the same corner as he did in the first moto, he regained the lost time and distance quickly, and at the halfway point in the race found a line around Arnet and took over the lead. Arnet dogged relentlessly for the remainder of the race, but it was to no avail as Hardick took the win and overall ahead of Arnet and Rob Tolleson.

The duo returned to action in the Open Pro class, and in the first moto Hardick took command from the start. Arnet hounded again and again for the entire 12 laps, no more than a bikelength behind all the way. Hardick made no mistakes and took the moto win just feet ahead of Arnet.

Moto two was the same story for Arnet — Hardick got out front early, and Arnet, although right behind, could not find room enough to make a pass. At the end of the race the moto and overalls read Hardick, Arnet, and Fred Price, with a pair of thirds.

One-two-five racing saw Jimmy Mitchell grab the holeshot in the first moto aboard his KTM, as Darrel Francis, Robbie Healy and Dan Walker diced for position behind. Kal-Gard sponsored Chip Johnson got off to a bad start, but as the moto wore on, he slipped around Walker and Healy with no problem, then passed Francis for second later on. Meanwhil Mitchell was riding flawlessly, and pulled out a very comfortable lead for himself by the time Johnson rode into second. It was good enough to keep him there until the checkers when he took the win ahead of a closing Johnson, and Darrel Francis.

Round two was a reverse for the leaders, as Johnson got out into the lead early, and Mitchell had to work through the pack. Johnson stretched a good lead for himself and rode it to the wire for the moto and overall victory, while Mitchell could only get up to third behind Perry Cendro. It was good enough to get him second overall though, ahead of Paul Cano's 4-4, Francis' 3-5 and Cendro's fifth overall 7-2.

In the Veteran Senior action, Gary Willison took his Cole Brothers Maico into the lead of both motos and won handily over Dan Moore, who was riding with a neck brace and bruised kidney after falling off of a three-story building platform that collapsed underneath him only a week and a half earlier. Dan Sanchez picked up third overall with a pair of thirds.

Results

MINI INT: 1. Bob Simons (Yam); 2. Alan Lippie (Yam).
100 INT: 1. Charles Osterday (Yam); 2. Rick Haughtaling (Suz).
125 INT: 1. Todd Broussard (Yam); 2. Bruce Maynor (Hon); 3. Jerry Cochran (Suz).
250 INT: 1. Andy Meszaros (Yam); 2. Erin Buskick (Suz); 3. Craig Fischer (Hon).
OPEN INT: 1. Tim Edmonson; 2. Mark Glasmeier (Yam); 3. Mike Kell (Mai).
CRC VETS: 1. Gary Willison (Mai); 2. Dan Moore (Mai); 3. Dan Sanchez (C-A).
125 PRO: 1. Chip Johnson (Hon); 2. Jimmy Mitchell (KTM); 3. Paul J. Cano (Suz).
250 PRO: 1. Clint Hardick (Suz); 2. Ed Arnet (Yam); 3. Rob Tolleson (Yam).
OPEN PRO: 1. Clint Hardick (Suz); 2. Ed Arnet (Yam); 3. Fred Price (Yam).
MINI BEG: 1. Jimmy Cardines (Yam); 2. Beto Baca (Suz); 3. Chris Cole (Suz).
MINI NOV: 1. Tony Puga (Kaw); 2. Jeff Barbacovi (Yam); 3. Kyle Lewis (Suz).
CRC VETS BEG: 1. Bo Ingram (Yam); 2. Ron cole (Suz); 3. R. Anderson (Yam).
CRC VETS INT: 1. R.A. "Buzz" Moeller (Hus); 2. Tim Fitzpatrick (Suz); 3. Asker Larnkjaer (Suz).
OPEN BEG: 1. Ronald Dalby (Hus).
OPEN NOV: 1. Eddie Rea (Hus); 2. Jim Douglas (Suz); 3. Robert Clark (Suz).
250 NOV: 1. John Biffle (Hon); 2. Craig Stanton; 3. Randy Titlemier (Suz).
250 BEG: 1. Kevin Brown (Mai); 2. Tom Smith (Hon); 3. Matt Wilson (Mai).
125 BEG: 1. Tony Rodriguez (Suz); 2. B.J. Hahn (Suz); 3. David Antillon (Yam).
100 BEG: 1. Vinny Rosato (Suz); 2. Glenn Delatorre (Suz).
100 NOV: 1. John Zirbel (Yam); 2. Jerry Anker (Yam); 3. Mark McDonald (Suz).
125 NOV: 1. Roy Farr (Yam); 2. Mike Moore (Yam); 3. Ralph Usher (Yam).

Mini thumpers battle at Corona

By Steve Crosby

CORONA, CA, JUNE 27

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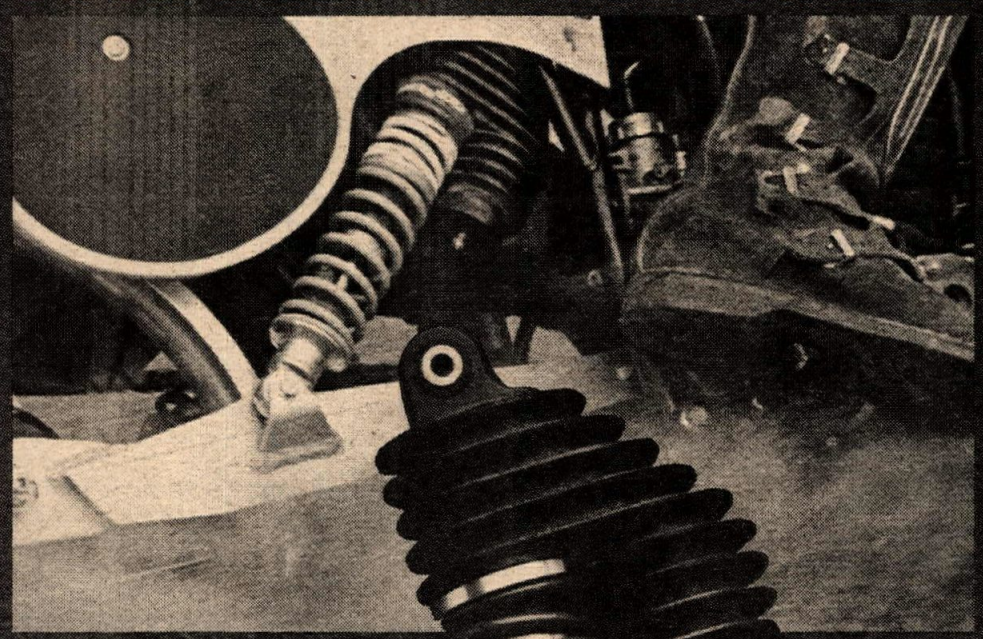

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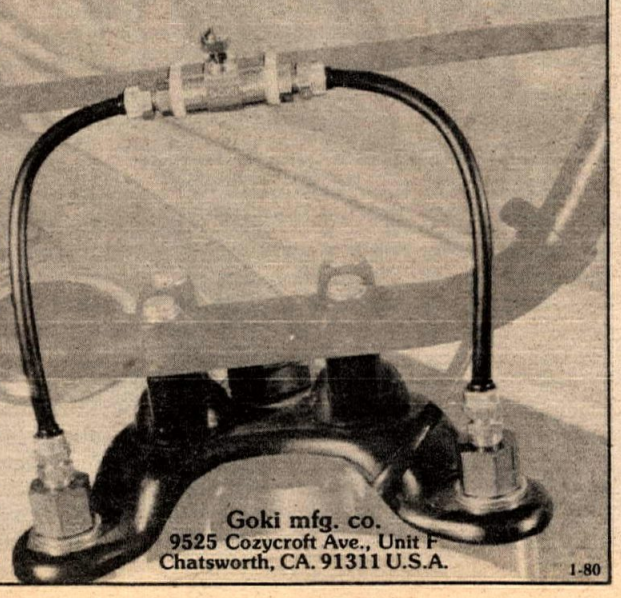

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in an effort to accommodate the second childhood of many racers. To encourage these reformed pit racers, Malcolm Smith donated goggles, gloves and tote bags to the top finishers.

The win went to Scott Wilkinson, who won both motos easily after taking a wrong turn and going off the track in the first moto. The greatest challenge was put forth by radical-riding Andy Northrup, but he crashed into a berm in the middle of the first moto and DNF. Second overall was Kinney Jones, who survived a first-moto crash.

The 125cc Novice class has been the fiercest class at Corona for quite some time. Jeff Frye took the holeshot to start the battle and managed to stay in front for the victory. Bob Bolinger started with his Suzuki in second place, but after three laps he was passed by Darrell Statham who finished second with Bolinger taking third.

The second moto began with the Hondas of Frye and Ken Bradshaw 1-2. The red machines barely held off Bolinger's strong challenge. Overall Frye won with a pair of firsts, Bradshaw was second with a 4-2 and Bolinger took third with a 3-3 score.

The 125cc Pros had nine contestants this evening, headed by Luft-sponsored Gary Denton and a seldom-seen Steve Shiply. In moto one Denton took the holeshot on his Honda with Ryan Eide and Warren Bell right behind. When Denton started to pull away from the pack, Eide set out after him. On lap four, Eide was able to force his way into the lead. A lap later Denton broke and was out for the night. On lap five Mike Edson moved into second in front of Bell. When the white flag came out it was Eide and Edson together and when Eide had problems with a shift, Edson slipped by and took the win.

In the second moto Edson got the holeshot and won going away. Shiply put together a ride for second with Eide third. The money went to Edson, Shiply and Eide, who finished in that order overall.

Results

XR-75: 1. Scott Wilkinson (Hon); 2. Kinney Jones (Hon); 3. Dennis Wooldridge (Hon).
MINI BEG: 1. Travis Roberson (Suz); 2. Dan Cantley (Kaw); 3. Randy Porsely (Yam).
MINI NOV: 1. Bob St. John (Suz); 2. Scott Burns (Suz); 3. Dave Roach (Yam).
MINI EX: 1. Dan Warurzyniak (Yam); 2. Steve Morehouse (Kaw); 3. Phil Smith (Suz).
100: 1. Ed Bravo (Hon); 2. Kevin Travis (Yam).
125 BEG DIV 1: 1. Steve Morehouse (Kaw); 2. Bob Hedeman (Hon); 3. Bill Mattox (Yam).
125 BEG DIV 2: 1. Gus Kapp (Yam); 2. James McGee (Yam); 3. Tim Epley (Yam).
125 NOV: 1. Jeff Frye (Hon); 2. Ken Bradshaw (Hon); 3. Bob Bolinger (Suz).
125 INT: 1. Bob Berney; 2. Craig Seeley; 3. Nate Rauba.
125 PRO: 1. Mike Edson; 2. Steve Shiply; 3. Ryan Eide.
250 BEG: 1. Brian Griewe (Kaw); 2. Mark Valentino (Kaw); 3. Jim Morgan (Hus).
250 NOV: 1. Chris Fleming (Yam); 2. Chris Farrow (Yam); 3. Dan Seagondollar (Yam).
250 INT: 1. Jerry Ebling (Kaw); 2. Mike Knueven (C-A); 3. Steve Piattoni (Kaw).
250 PRO: 1. Greg Zitterkopf (Mai); 2. Don Griewe (C-A); 3. Bob Marino (Yam).
500 BEG: 1. David Diable (C-A); 2. Ron Gray (Yam); 3. David Jacobs (Yam).
500 NOV: 1. Scott Johnson (Suz); 2. Gary McClaskey (Mai); 3. Ross Janke (Mai).
500 INT: 1. Ed Cavanaugh (Yam); 2. Ken Elliot (Yam); 3. Dan Meuhorter (Yam).

Arnet, Mitchell take CRC night MX

By Nanette Marie

VALENCIA, CA, JUNE 27

Another round in the California Racing Club's Friday Night Tri-Valley Suzuki Dealer's Summer Night Motocross Series was held on the International Track of Indian Dunes, and in the Pro ranks, Ed Arnet, Rob Toulson and Jimmy Mitchell brought home the biggest parts of the 100% Pro payback offered.

The first race of the evening went to the Pros, and in the 250s, there was no doubt that Rob Toulson was tops. Ed Arnet made the same mark in the Open Pro class, both riders sweeping their two motos to earn the overall. Nick Athans was the only rider to give Arnet any bother, but he trailed in at second both motos when the checkers flew. In one-two-five racing, Jimmy Mitchell took his KTM to the head of both motos and pulled the third double-moto sweep of the night. Brian Part followed him in for the first moto runner-up slot, but in the second round Chris Price and Chris Weis put Part back to fourth by moto's end. Luckily for Part, the other two riders both did not finish the first moto, so he took home second overall cash.

In Intermediate action, Kent Bartels kept the double-moto sweep string going as he aced the 250cc class both rounds and took the overall with Randy Owen in tow. Owen took second both times ahead of Dan Moore, who was riding with bruised kidneys and torn neck muscles suffered when he fell three stories off of a building platform that collapsed underneath him. The double-moto wins kept on coming in the 125cc Intermediates, these two for Mark Chickasawa. Darin Layton's pair of seconds earned him bridesmaid billing, while Darrel Melton took third with a 6-4 score. Mini Intermediates broke the string of victories, after Gary Szilagy won the first moto, but lost the second moto and overall to Alan Lippie. Richie James wound up third.

Results

500 BEG: 1. Tony Mertes (Yam); 2. Bart Tallakson (KTM).
250 BEG: 1. Tom Smith (Hon); 2. Ron Warpack (Mai); 3. Sean Brochett (Suz).
125 BEG: 1. Luis Rivero (Yam); 2. Ron King (Suz); 3. Steve Bainter (Yam).
VET JR: 1. Bob Dunham (Yam); 2. George Thomas (Mai); 3. John Alain (Yam).
500 NOV: 1. Bill Andrews (Hus); 2. Mike Stepak (Suz); 3. Ben Schroeder (Yam).
250 NOV: 1. John Biffle (Hon); 2. Craig Stanton (Yam); 3. Rodger Williams (Hon).
125 NOV 1: 1. Mike Washka (Hon); 2. Rob Mansfield (Yam); 3. Tony Broussard (Hon).
125 NOV 2: 1. Andy Kaplan (Suz); 2. Rick Engelhardt (Suz); 3. Perry Hildebrand (Yam).
100 BEG: 1. Michael Kerr (Yam); 2. Richie Cole (Yam).
100 NOV: 1. Rich Houghtaling (Suz); 2. Mark Davenport (Yam); 3. Ted Stuebher (Yam).
MINI BEG: 1. Jim Spotts (Suz); 2. Jerry Loaiza (Yam); 3. Jason Davenport (Yam).
MINI NOV: 1. Jeff Barbacovi (Yam); 2. Can Johnson (Yam); 3. Dennis Chick (Suz).
MINI INT: 1. Alan Lippie (Yam); 2. Gary Szilagy (Yam); 3. Richie James (Suz).
125 INT: 1. Mark Chikasawa (Suz); 2. Darin Layton (Yam); 3. Darrel Melton (Hon).
250 INT: 1. Kent Bartels (Hon); 2. Randy Owen (Suz); 3. Dan Moore (Mai).
125 PRO: 1. Jimmy Mitchell (KTM); 2. Brian Part (Yam); 3. Chris Weis (Yam).
500 PRO: 1. Ed Arnet (Yam); 2. Nick Athans (Yam); 3. Lynn Dennis (Mai).
250 PRO: 1. Rob Toulson (Yam).

Lewis, Rodriguez rack up CRC minicross wins

By Nanette Marie

VALENCIA, CA, JUNE 27

A good turnout of riders came to Indian Dunes for another Friday night round of the California Racing Club's Tri-Valley Suzuki Dealer's Summer Night Motocross Series, up on the Mini track that was revised from its usual pattern. Two of the evening's fastest competitors were Kal-Gard sponsored Kyle Lewis, and Johnnie Rodriguez, riding in the Junior Cycle Intermediates and Experts, respectively.

In Intermediate action, Lewis holeshot the field in the first round, and pulled out an enormous lead over Rickie Dumo. The entire moto he pulled away, and won it easily with Dumo holding on to second. Round two was a carbon copy, as Lewis holeshot, and ran away for another moto and overall victory in the series. Those two victories also gave him the halfway point series win trophy in the Junior Cycle class. Dumo took another second and the same overall.

In the Expert portion, Rodriguez didn't have his racing so easy. Buddy Dumo was out after the leader this time, and Rodriguez had to fight to hold onto his early lead. Dumo could not get by Rodriguez, though, and fell in the process of trying, which literally gave Rodriguez the win. In round two Dumo again set out after the leader Rodriguez, and again he was unable to pass Rodriguez, but this round he kept the pressure on the entire 10 laps. Rodriguez took the win and the overall, and Dumo received second laurels for his efforts.

Kris Vensel swept both Junior Cycle Novice motos for that overall, while in the 80cc ranks, Troy Welty took the 9-11 Beginner overall, with the 12 and over victory going to Mike McNeal. As for the Novices, Gary Miller came out on top ahead of Brett Cavanaugh.

Results

PEE WEE INT: 1. Steve Kotajarvi (Itj); 2. Ronnie Densford (Itj).
PEE WEE NOV: 1. Jim Chamberlin (Itj); 2. Bradley George (Suz); 3. Tony O'Keefe (Suz).
60 INT: 1. Kyle Lewis (Yam); 2. Rickie Dumo (Suz).
60 EX: 1. Johnnie Rodriguez (Suz); 2. Biddy Dumo (Suz).
60 NOV: 1. Kris Vensel (Yam); 2. Mike Smith (Yam); 3. Steve Kotajarvi (Yam).
80 BEG 9-11: 1. Troy Welty (Kaw); 2. Robert Willhelm (Hon); 3. David Chamburs (Yam).
83 BEG 12+: 1. Mike McNeal (Yam); 2. Jim Callier (Kaw); 3. Chuck Pegg (Hon).
83 NOV: 1. Gary Miller (Suz); 2. Brett Cavanaugh (Yam).

AME Indian Dunes night MX: Two for Jannings

By Judy Greenberg

VALENCIA, CA, JUNE 20

The Track N Travel Maicos of Andy Jannings finished on top all four times out for the 250 and 500cc Pro wins during Friday night MX action with American Motocross Enterprises at Indian Dunes.

As Jannings was building a sizable lead in the first 500cc Pro round, *Dirt Bike's* Ken Zahrt pushed his Suzuki closer to the T.O. Yamaha of Doug Taft, resulting in a second place struggle. At the same time, Kirk Sturgeon (O'Neal/ND Spark Plugs) kept the heat on the Bakersfield Yamaha of Darren Oliver for fourth. Zahrt was the first to make a move by overtaking Taft off the tower jumps and was then on his way to cut down Jannings' lead. With Sturgeon on his heels, Oliver shadowed Taft and moved to his side, but Taft pulled his wheel out to retain third. Zahrt closed on Jannings with each lap and, with the wave of the checkered, took the inside line giving Jannings a half bikelength advantage for the win.

The second time, Zahrt pressed Jannings from the start with Greg Torgesons' Valley Cycle Can-Am in third and Sturgeon fourth. Taft was locked into sixth and threw a chain while finding his way out. All riders held their positions to the flag.

Bob Kline (Kal-Gard Yam) went back to back for the 125cc Pro win. The orange and black of Kal-Gard ran 1-2 off the line in moto one with Chip Johnson's Honda in command. Kline took over on the uphill and the two outdistanced the pack. Mark Bledsoe, David Lynch, Mark Moscrop, Perry Cendro and Dave Strong checked in behind them at the flag.

The Works Performance Honda of Lynch holeshot the second round, with Kline powering into the lead on the next lap. Bledsoe took over third when Johnson went down. A half-lap later, Cendro, Moscrop and Strong piled up. With Kline safely in front, Bledsoe passed Lynch for second. Cendro recovered for fourth with Johnson fifth.

Gary Szilagyi topped the 83cc Intermediates with a pair of wins on his Dick Allen Yamaha. The Kawasaki of Skip Godinez and the Van Nuys Suzuki of Richie James finished second and third, respectively. Things got tight the second time, with the first three riders on each other's heels in every turn, but Szilagyi stayed in control to the finish.

The 250cc Junior win went to the Kawasaki of Jeff Dovohillan, who finished the night 3-1. Craig Stanton took the first moto from the start, but suffered some tense moments from Rodger Williams (Track N Travel). Dovohillan passed Steve Biase for third. In the next lap, Biase went down at the tower trying to take it back costing him several positions.

Williams kept the heat on Dovohillan out of the second gate, but had to settle for second. A third place battle between Biase and Stanton resulted in Biase remaining in third for the finish.

Results

500 PRO: 1. Andy Jannings (Mai); 2. Ken Zahrt (Suz); 3. Kirk Sturgeon (Yam).
500 INT: 1. Brand Johnson (Yam); 2. Gary Reichenbach (Yam); 3. Charlie Strong (Suz).
500 JR: 1. Rocky Nash (Mai); 2. Bill Andrews (Hus); 3. Brad Rasmussen (Yam).
250 PRO: 1. Andy Jannings (Mai); 2. Mark Amendola (Yam).
250 INT: 1. Brand Johnson (Suz); 2. Kent Bartels (Hon); 3. Mark Durand (Yam).
250 JR: 1. Jeff Dovohillan (Kaw); 2. Rodger Williams (Hon); 3. Craig Stanton (Yam).
VETS: 1. David Rogers (C-A); 2. Ron Cole (Suz).
125 PRO: 1. Bob Kline (Yam); 2. Mark Bledsoe (Yam); 3. David Lynch (Hon).
125 INT: 1. Mark Chikasawa (Suz); 2. Bob Byrne (Hon); 3. Pat Dalan (Hon).
125 JR DIV I: 1. David Mitsuuchi (Suz); 2. Tim Kephart (Hon); 3. Jim Hartman (Hon).
125 JR DIV II: 1. Mike Wolfe (C-A); 2. Pete Chacon (Suz); 3. Bruce Bartels (Hon).
125 JR DIV III: 1. Darin Hargis (C-A); 2. Vince Lowry (Yam); 3. Jack Bucy (Suz).
125 BEG: 1. Mike Scheumaker (Suz); 2. Chuck Berlin (Suz); 3. Bob Boyd (Suz).
100 INT: 1. Gene Stephens (Suz); 2. Rick Houghtaling (Suz); 3. Eric Silgero (Suz).
100 JR: 1. Mark Davenport (Yam); 2. John Julander (Suz); 3. Mark McDonald (Suz).
83cc INT: 1. Gary Szilagyi (Yam); 2. Skip Godinez (Kaw); 3. Richie James (Suz).
83cc JR: 1. Joe Lozano (Yam); 2. Dennis Chick (Suz); 3. Jim Spotts (Hon).
ODYSSEY: 1. Don Gossett (Hon); 2. William Eveland (Ody); 3. M. Smith (Ody.).

St. John, Dobbins dash to OCIR MX wins

By Tom Corley

IRVINE, CA, JUNE 26

Everyone has been waiting a long time for it and finally it has arrived. Warm weather is here and for a change everyone was able to watch the races in just a T-shirt.

There was a decent showing of Mini racers this time and for certain the same riders will be here next week. In the Mini Novice class Bob St. John upset Doug Hawkins. Doug has been begging for a good write up for some time now and his consistency paid off. Hawkins didn't win the race but he did win the first moto on the only Honda in the class. St. John was second that time but had a better go in the second and final moto. Bob won the race while Doug was shoved back into fourth. Dave Perry advanced into second. With a 2-1 score St. John took home the good looking trophy ahead of Perry, Hawkins and Eric Bellwood.

It is fun to watch the 125cc Juniors if you can keep track of what is going on.

At times it can get a little confusing because the track is small and they run a couple of different divisions at the same time, in different rows. Brian Bates shot out ahead in the first moto and led for one lap before being passed by William Kelly. Soon Darryl Dobbins caught up and he got around Bates while Kelly dropped out. So in that moto it was Dobbins and Bates. In the second moto Dobbins had the lead down solid. Leading every lap Darryl won while Bates followed just as in the first moto. Overall on the trophy list it was Dobbins, Bates and Brian Hunt.

Results

MINI 50-60: 1. Gary Morton (Suz); 2. Jason Jones (Suz); 3. Scott Hughey (Yam).
MINI BEG DIV 1: 1. Little Linehan (Yam); 2. Lee Beaver (Suz); 3. Scott Lohr (Suz).
MINI BEG DIV 2: 1. Ronnie West (Suz); 2. Chuck Kaufman (Yam); 3. Dan Carpenter (Suz).
MINI NOV: 1. Bob St. John (Suz); 2. Dave Perry (Suz); 3. Doug Hawkins (Hon).
MINI INT: 1. Steve Morehouse (Kaw); 2. Don Turk (Yam).
MINI EX: 1. Taylor Marcell (Kaw).
100 BEG: 1. Mike Martin (Yam); 2. Brad Kelly (Yam).
125 BEG DIV 1: 1. Darryl Dobbins (Yam); 2. Brian Bates (Yam); 3. Brian Hunt (Yam).
125 BEG DIV 2: 1. Scott Fellhoelte (Suz); 2. Larry Waterhouse (Suz); 3. Greg Groon (Suz).
125 BEG DIV 3: 1. Mike Martin (Suz); 2. Norm Graham; 3. Jay Marcell (Kaw).
125 NOV: 1. Scott Broviak (Suz); 2. Howard Lloyd (Suz); 3. Lane Steeber (Yam).
125 INT: 1. Danny Bartholemew (Yam); 2. Harley Hall (Yam); 3. Lyle Babi (Yam).
250 BEG DIV 1: 1. Gabe Brown (Hus); 2. Larry Gross (Yam); 3. Ron Pepper (Mai).
250 BEG DIV 2: 1. Brad Bollman (Yam); 2. Ray Bowman (Yam); 3. George Coelho (Suz).
250 NOV: 1. Bret Hester (Yam); 2. David Emery (Yam); 3. Scott Marsh (Hon).
250 INT: 1. Don Gibbons (Yam); 2. Ron Kain (Kaw); 3. Gary Lower (Yam).
500 NOV: 1. Lee Clark (KTM); 2. Greg Wulff (Hus).
500 INT: 1. Jim Speight (Yam); 2. David Pisarski (Suz).
500 EX: 1. David Behlings (Yam); 2. Scott Cavness (Suz); 3. Rick Jackson (Yam).

Shelton, Arnet blast CMC Ascot MX

By Tom Corley

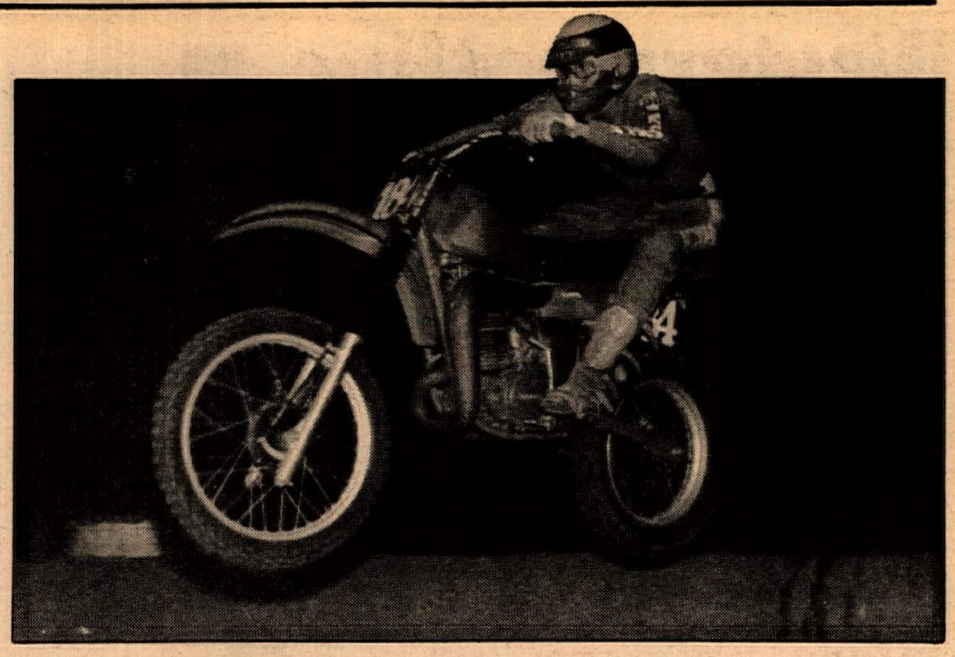
GARDENA, CA, JUNE 25

For most local race tracks the overall participation was cut down drastically because of the major motocross event that was being held at Mammoth Mountain.

Tim Shelton is one of the new people in the 125cc Pro class and he downed the small four man class this time. The first moto win went to Glenn Page who later traded places with Tim in the second round. Overall the best money fell into the hands of Shelton, who aced out Page, Steve Postlewaite and John Chwastyk.

Edwin Arnet used to race strictly at Indian Dunes. Lately he had been getting around and is winning more and more out at Saddleback and now at Ascot. His most successful bout was in the 500cc Pro class. This class usually lacks in several areas but Arnet added some life to it. Brad Brown got him in the first moto but Arnet got him back in the second for the overall win. Brown was second ahead of Paul Sedler and John Clark who brought out a four-stroker Yamaha.

Some clubs have a Veterans or an Old Timers class. At Ascot they just call it an Over 30 race. Ed Ott was not in the race so this time Bob Ottow had it to himself. He received some excellent competition from John McManaway. Robert led and won both motos and had McManaway right on his tail the whole time. McManaway did not come within striking distance though and once bailed his Yamaha on the concessions corners. Ottow won the overall trophy in front of McManaway, Paul Cook and George Loren. ●



Norman Nilsson flies in CMC Ascot 250cc Pro competition.

Results

MINI 50: 1. Newton Acevedo (Suz); 2. Jason McFarland (Suz); 3. Juan Castaneda (Suz).
MINI JR DIV 1: 1. Danny Tinsman (Kaw); 2. Brad Moreau (Yam); 3. Brock Suter (Yam).
MINI JR DIV 2: 1. Steve Evinger (Suz); 2. Terry Woody (Suz); 3. Jason Stephen (Suz).
MINI INT: 1. Johnny Whitsett (Yam); 2. Dean Peterson (Yam); 3. Dan Sween (Suz).
100 JR: 1. Duane McClour (Suz); 2. Jason Stephen (Suz).
100 INT: 1. Terrence Mumford (Yam); 2. Ted Stuebner (Yam).
125 JR DIV 1: 1. Scott Crawford (Suz); 2. Brian Bates (Yam); 3. Steve Bainter (Yam).
125 JR DIV 2: 1. Phil Lemmons (Hon); 2. Larry Early (Yam); 3. Sam Molina (Suz).
125 JR DIV 3: 1. Frank Pilato (Yam); 2. John McNulty (Suz); 3. Bobby Moore (Suz).
125 INT: 1. Doug Bower (Suz); 2. Craig Westergaard (Yam); 3. Mark Allen (Yam).
125 PRO: 1. Tim Shelton (Yam); 2. Glenn Page (Suz); 3. Steve Postlewaite (Hon).
250 JR DIV 1: 1. Rick Johnson (Yam); 2. Clinton Vallace (Yam); 3. Allen Padilla (Kaw).
250 JR DIV 2: 1. Doug Davenport (Yam); 2. Mike Tarkington (Kaw); 3. Steve Rawlinson (Hon).
250 INT: 1. John Stapleton (Yam); 2. Tim Hammer (Yam); 3. Gary Sewell (Amx).
250 PRO: 1. Gary Jones (Amx); 2. Ed Arnet (Yam); 3. Dan Westergaard (Yam).
500 JR: 1. Dan Galitz (Yam); 2. Monte Miller (Suz); 3. Chris Wilinski (Suz).
500 INT: 1. Steve VanZant (Mai); 2. Rick Bradshaw (Mai); 3. John Stapleton (Yam).
500 PRO: 1. Ed Arnet (Yam); 2. Brad Brown (Mai); 3. Paul Sedler (Hus).
OVER 30: 1. Robert Ottow (Mai); 2. John McManaway (Yam); 3. Paul Cook (Yam).

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Local Qualifying Events

Jonestown, PA	July 27
Laurel, MD	August 17
Delta, OH	July 27
Lancaster, OH	August 10
Sharpes, FL	July 27
Charlotte, NC	August 10
Buchanan, MI	July 27
Carmel, IN	August 10
Marion, IA	July 27
Kellogg, MN	August 10
Rockwall, TX	July 27
Pinckneyville, IL	August 10
Port Orchard, WA	August 10
Lakewood, CO	July 27
Tucson, AZ	July 19
Porterville, CA	August 10
Regional Finals	
Eastern: Reidsville, NC	Sept. 14
Central: Tipton, IA	Sept. 14
Western: Dixon, CA	Sept. 14
National Final	
Zumbro Falls, MN	Oct. 4-5

See your local Suzuki Dealer for details.

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NORTHERN DATELINE

Chris Carr wheelied to two firsts and a second at Lodi's TT.

Dwayne Taylor holds off a fellow 125cc Intermediate at Mulkey.

Lodi hosts Amateur TT National Qualifier

By Bill Spencer

LODI, CA, JUNE 22

Scrambles racing is not exactly what it was 10 years ago, but despite the loss of big-time interest, the racing proves to be just as popular once the green flag drops. The Lodi M.C., with some help from the Valley clubs, put together another fine event to get Western Region riders qualified to go to Kansas in August for the National TT finals.

Schoolboy-class racing led out the early portion with 100cc action and it was Chris Carr defending his title easily over Danny Douglas and Doug Chandler. Vance Shefield won the 125cc portion on the well-prepared Yamaha Sports Center of Seaside machine with Charlie Vorse in for second over Dave Pettit.

In the same catagory for 12-14 year-olds, it was Todd Beecher on the ND-sparked, Yamaha of Salinas special doing the winning ways over Clay Clark out of Powell Butte, OR, and Aaron Hill in for third. The 12-14 Modified race was a thriller with Aaron Hill holding off Chris Carr and Doug Chandler in a formation fight. Craig Johnson took the fourth over Dana Douglas and those who want to battle in this class at the Nationals better be ready to hunt bear because this is the slick class.

In the regular size racing group, it was Chris Carr showing the way around on the Jorgy Suzuki that has pretty much dominated the 100cc scene in these parts. Todd Beecher rode his Yamaha to second over Dana Douglas in a good round of racing.

Vance Sherfield has been steadily improving himself and put on a great show in winnning the 125cc event over Bruce Johnson. Charles Vorse qualified third with Jimmy Pettit sliding to fourth over Dana Douglas who has qualified in just about every way a kid could do it.

Mike Hayward rode an IT175 Yamaha to the 200cc win over Chris Scott on a Honda and Tom Flaherty gave up five years of retirement to ride his old reliable Bultaco to third over Russ Johnson.

The 250cc class is always a thriller and Billy Arbogast kept up the image by winning yet another big one for the Jorgy Can-Am shop. Vance Sherfield and Danny Moore did the chasing after Doug Chandler had some troubles and he eventually took fourth over Dave Rosa on the Don's Plumbing, Harrly Lilliezed Yamaha.

Marvin Lewis may be new to the ways of the racing world, but certainly has no lack of talent and the Novice turned the trick in the 360cc class, winning over veteran John Carter on a another Honda. Jeff Benett was third over Mike Laird and Del Callsen rode the pants off his Honda for the final qualifying position.

It was not to anyone's surprise that the 500cc class belonged to Danny Moore and the Champion Honda. With the usual good chase by Doug Chandler on the ND-sparked TT500, the crowd was enthralled by these two teenage talents. Fred Bennet once again kept them honest and after 13 years as a sportsman rider in District 36, is going to go and contest an Amateur National championship with help from Yamaha Sports Center of Seaside. Dave Rose took the Don's Plumbing TT500 to fourth and Mike Hayward rounded out the top five positions.

In the big bore competition the pickings were slim, but it was good battle for the win with "Wild" Bill Flett taking the Flett Motors/Los Gatos MC Triumph to rule the roost over Bruce Rollin. Reno had a rider in big Ed LaCruze and he took third on a Norton while Ralph Lee took a little leave from his USAF post in East BFE, OK, to come visit the folks and take home a fourth place over Gary Rucker on the very fast Iron Horse Cycles/Household Finance Triumph.

Results

100 SCHOOLBOY: 1. Chris Carr (Suz); 2. Dana Douglas (Yam); 3. Doug Chandler (Yam).
125 SCHOOLBOY: 1. Vance Sherfield (Yam); 2. Charles Vorse (Yam); 3. Dave Pettit (Yam).
65cc (7-11): 1. Antone Mellow (Yam); 2. Darrell Davis (Suz); 3. Bodie Shepard (Suz).
85cc (7-11) STK: 1. Kurt Chandler (Kaw); 2. Darrell Davis (Kaw); 3. Antone Mellow (Yam).
85cc (12-14) STK: 1. Todd Beecher (Yam); 2. Clay Clark (Yam); 3. Aaron Hill (Suz).
85cc (7-11) MOD: 1. Kurt Chandler (Kaw); 2. Tom Knight (Suz); 3. Ron Hayes (Suz).
85cc (12-14) MOD: 1. Aaron Hill (Kaw); 2. Chris Carr (Suz); 3. Doug Chandler (Kaw).
PEE WEE: 1. Bodie Shepard (Suz); 2. Pat Bellew (Yam); 3. Ronny Knight (Hon).
100cc: 1. Chris Carr (Suz); 2. Todd Beecher (Yam); 3. Dana Douglas (Yam).
125cc: 1. Vance Sherfield (Suz); 2. Bruce Johnson (Suz); 3. Charlie Vorse (Yam).
200cc: 1. Mike Hayward (Yam); 2. Chris Scott (Hon); 3. Tom Flaherty (Bul).
250cc: 1. Billy Arbogast (C-A); 2. Vance Sherfield (Yam); 3. Danny Moore (Yam).
360cc: 1. Marvin Lewis (Hon); 2. John Carter (Hon); 3. Jeff Benett (Hon).
500cc: 1. Danny Moore (Hon); 2. Doug Chandler (Yam); 3. Fred Bennett (Yam).
OPEN: 1. Bill Flett (Tri); 2. Bruce Rollins (Tri); 3. Eddie LaCruze (Nor).

Semmler on a water-cooled bike at Mulkey

By Jan Newman

McMINNVILLE, OR, JUNE 29

On a beautiful day at Mulkey ORV Park, the combined 125 and Open Pros started the program. The 125s were started out front and among them were a couple of experimental-type Yamahas. One had a fuel injection system and one was water-cooled.

Mike McCormick (Yam) led off the line and was still out front at the flag. Jeff Cropper was second until his mount faltered as a result of jetting problems with his new fuel system. Dead last off the line, Dale Semmler had passed half the competition on the first lap before his water-cooled Yamaha disappeared. No, it wasn't your ordinary water-cooled Yammie; it was cool all over after he missed the berm and launched it into the river about 10 feet below. Dale was hoping the trees would stop the bike and only he would end up in the drink, but the reverse was the outcome.

Dave Van Epps (Yam) took over second when Cropper dropped out and stayed there. Gary Harkleroad (Yam) and Richard Bragg (Yam) were the new kids on the block, riding their first Pro races here. Richard had mechanical problems but Gary climbed up to third in the first moto.

Meanwhile the Open leaders were threading their way through toward the front. Chris Washburn got the jump off the line with Barney Newman chasing him. That lasted until Chris laid it down, then he chased all the way to the flag. Both rode Yamahas.

In the second round, the big bikes started in front because everyone had complained about how quickly they'd mixed with the one-two-fives in the first moto. Newman got the scratch with Washburn pressing him for three laps until he got by. Once again Chris laid it down and Newman wound up in front.

Cropper was back with proper jetting and jetted his way out front wire to wire. McCormick paraded around behind him all the way in second. Harkleroad held third until the last two laps when Arne Hettman (Hon) moved by.

The first 250cc Pro moto was led by Chris Selnes (Suz), Perry Scott (Hon), Hettman and Washburn. Washburn polished Hettman off on the second lap and started working on Scott. At the halfway mark, Scott got in trouble and dropped to fifth. Washburn then pestered Selnes all the way to the flag, but was unable to get by.

Steve Willliams (Yam), who crashed on the first scratch, led the second moto until Cropper gathered up the top spot. He pulled out a lead big enough to allow him to take a good tumble in the sweeper and get going again, still in front. Williams by now was right there to keep Cropper on his toes. Selnes finished in third — good enough for top money for the day.

Dale was not the only Semmler to encounter problems today. Big brother Daryl scratched his way from last to finish fourth in the first Open Intermediate moto. In round two he got a better start and struggled his way by Greg Rodgers (Suz), Allan Hinkley (Yam) and Dean Troglin (KTM). Then he overshot a corner and found himself behind all three again. He managed to work by all but Troglin on the final lap for second.

Eric Hall (Yam), as usual, blew away all competition in both the Mini Expert and 125cc Intermediate classes. He still had enough left over energy to be riding a unicycle later around the parking lot at the local pizza refueling station.

Results

PEE WEE: 1. Mike Thompson (Suz); 2. Eric Law (Yam); 3. Brett Anton (Yam).
MINI JR: 1. Jeff Miles (Yam); 2. Terry Davis (Suz); 3. Ron Hopla (Yam).
MINI INT: 1. Troy Davis (Suz); 2. Rick Celorie (Yam); 3. Tracy Thom (Kaw).
MINI EX: 1. Eric Hall (Yam); 2. Denny Fennell (Yam); 3. Wade Anton (Yam).
100 JR: 1. Kevin Hofenbredl (Suz); 2. Bud Dilday (Suz); 3. Darren Monen (Yam).
100 INT: 1. Craig Lambert (Yam); 2. Denny Fennell (Yam); 3. Mark Sather (Yam).
125 JR DIV 1: 1. Mark Larson (Yam); 2. Jon Dunn (Suz); 3. John Hutchinson (Hon).
125 JR DIV 2: 1. Shaun Slowik (Suz); 2. Lindsay Wurn (Yam); 3. Larry Hofenbredl (Suz).
125 INT: 1. Eric Hall (Yam); 2. Randy Thompson (Hon); 3. Ted Holt (Suz).
125 PRO: 1. Mike McCormick (Yam); 2. Gary Harkleroad (Yam); 3. Dave Van Epps (Yam).
250 JR: 1. Richard Moore (Kaw); 2. Patrick Nellis (Yam); 3. Randy Sahnow (Hon).
250 INT DIV 1: 1. Scott Isbell (Yam); 2. Jeff Howland (Yam); 3. Kip Templeton (Suz).
250 INT DIV 2: 1. Dean Glass (Hon); 2. Alan Daley (Hon); 3. Eric Linde (Yam).
250 PRO: 1. Chris Selnes (Suz); 2. Arne Hettman (Hon); 3. Jeff Cropper (Yam).
OPEN JR DIV 1: 1. Randy Townsend (Yam); 2. Karl Kassner (Suz); 3. Tony Cabodi (Yam).
OPEN JR DIV 2: 1. Jim Parks (Yam); 2. Patrick Nellis (Yam); 3. Marty Webb (Yam).

OPEN INT: 1. Dean Troglin (KTM); 2. Greg Rogers (Suz); 3. Daryl Semmler (Yam).
OPEN PRO: 1. Barney Newman (Yam); 2. Chris Washburn (Yam); 3. Mitch Kirkpatrick (Hus).
30 TO 40 JR: 1. David Waber (Suz); 2. Rusty Garrison (Kaw); 3. Clark Moore (Yam).
30 TO 40 SR: 1. Jim Parks (Yam); 2. John English (Mai); 3. George Law (KTM).
OLD TIMER: 1. Elmer Reimer (Suz); 2. David Adams (Hus); 3. John Semmler (Yam).

NorCal MXers welcome Marshall Park

By Mel White

MARSHALL, CA, JULY 5

The first race at a brand new track on the Gambonini Ranch in northern Marin County successfully ran today. Located just under the dam on the Arroya Sausal, the Marshall Park track takes advantage of the flowing creek and adjoining sandy flatland. From the back-falling gate, the starting chute joins the main track where it plunges down into the gravelly creekbed.

After doubling back upstream for a short way, it makes a shallow wet crossing before climbing abruptly back up out of the tree-arched creekbed. Once out onto the flat area the track makes many sharp turns and leaps several jumps. It is in this area where improvement can be expected for the next scheduled race.

Finally the track again heads down into the creekbed, crosses the creek over a culvert with dirt fill which held up all day, rises up the other side and makes first a left then a right turn past the finish line before following a high bank back to where it first plunged down toward the creek.

The sandy flatland track needs to be widened and plowed so it can get rough and provide for alternate lines. A couple of sixth gear sweepers or straights would gild the lily. Promoter Lee Nobmann is the man willing and able to do it. He deserves to be congratulated not only for becoming a new father a few scant hours before sign ups, but for creating a fine new track as well. The opening of Marshall Park is indeed good news for northern California riders.

Mike Beier (Yam) was the double winner in the 125cc Expert motos. Beier had the holeshot followed by Bryan Wargo (PRE) and Scott Rebuck (Suz) in the first moto. Wargo and Beier tangled for the lead during the third lap and Rebuck came around first, Wargo dead last. Rebuck held the lead in front of Beier for many laps but Beier reclaimed it for the ninth lap and held on for the win.

Beier had the holeshot again in the second moto with Rebuck and Wargo following. Rebuck crashed his way to last place during lap one but Wargo stayed up to shadow Beier to the finish line.

Andy Tresser (Suz) had the holeshot in the first moto of the 125cc Novices and kept on the gas and in front all the way to the finish line. Behind him came Mike Halliday (Hon) who also refused to let anyone by from first to last. The next positions, however, were claimed by two riders who had to move up through the pack from ninth and 10th-place starts. Bill Willis did it on a Honda for third and Jeff Cabral used a Suzuki for fourth.

In the second moto, Brian Summers (Yam) had the first wheel down into the creek followed by Willis and Halliday. Cabral and Tresser were somewhere close behind them. The riders in front made many trades during the moto but by the time the white flag came out Tresser was in front with Cabral behind him. With half a lap to go, Cabral made his final move and took the checkered flag first. Tresser came across second, Halliday third, Summers fourth.

Allen Berluti (Mai) holeshot and ran away with the win in the first moto of the 250cc Experts. Bryan Wargo and Dave Coupe (Mai) chased him for a few laps. Wargo crashed and DNF but Coupe literally lost his bike on the high ground behind the finish line. The bike rode on with the rider running in pursuit. One spectator, luckily unhurt, was swept off the bank before Coupe caught up to his bike and rejoined the race only two positions farther back. Ted Cabral (Suz) held down second spot for several laps but Bill Leonheart (PRE) claimed it for the finish. Coupe was into third for the checkered flag, Larry Dashiell (Mai) fourth.

The second moto saw Berluti down on the start and Coupe give up his chance to win by returning to make sure Berluti was not seriously hurt. Apparently the development of a keen competitive sense is not at the expense of other aspects of human nature; the well-being of a friend is more important than winning, no contest. Wargo led for many laps before succumbing to Pat Wilson (Yam) who claimed the moto win with Wargo second. Dashiell crossed third which added up to first overall.

Berluti was back on his bike to double his first place winnings in the Open Expert race. Mike Yochum (Hus) diced with Barry Anderson (Mai) for second place the first time out but followed Berluti around unassailed lap after lap in the second. Greg Nelson (Mai) tangled with Bob Davis (Yam) in front of the gate in the first moto which relegated Davis to the rear, but Davis was around for third in moto two.

Results

125 EX: 1. Mike Beier (Yam); 2. Bryan Wargo (PRE); 3. Scott Rebuck (Suz).
125 AM: 1. Mike Whalen (Suz); 2. Scott Stanley (Suz); 3. Berkeley White (Suz).
125 NOV: 1. Andy Tresser (Suz); 2. Jeff Cabral (Suz); 3. Mike Halliday (Hon).
250 EX: 1. Larry Dashiell (Mai); 2. Bill Leonheart (PRE); 3. Pat Wilson (Yam).
250 AM: 1. Ed Defty (Kaw); 2. Dean Joyner (Suz); 3. Jim Lemke (Mai).
250 NOV: 1. Kirk Webster (Yam); 2. Martin Nissen (Mai); 3. Chris Mann (Hon).
OPEN EX: 1. Allen Berluti (Mai); 2. Mike Yochum (Hus); 3. Greg Nelson (Mai).
OPEN AM: 1. Jimmy Villgovto (Mai); 2. Larry Nerison (Mai); 3. Rocky Ritcheson (Yam).
OPEN NOV: 1. Corey Parsons (Yam); 2. Roger Lindsey (Mai); 3. Barry Beale (Hus).
SCHOOLBOY: Billy Powell (Yam).
MINI 80: 1. Eric Liddell (Yam); 2. Eric Sandstrom (Suz); 3. Jaime Aldeman (Suz).
OT EX: 1. Ernie Cabral (Suz).
OT AM: 1. John Korntved (Mai).
OT NOV: 1. Carroll Skov (Yam).
VET EX: 1. Steve Ferroni (Yam); 2. Leonard Porter (Mai).
VET AM: 1. Jack Leiser (Mai); 2. Mel Hendrin (Mai).
VET NOV: 1. Jeff Wikoff (Hus); 2. Frank Carevich (Kaw).

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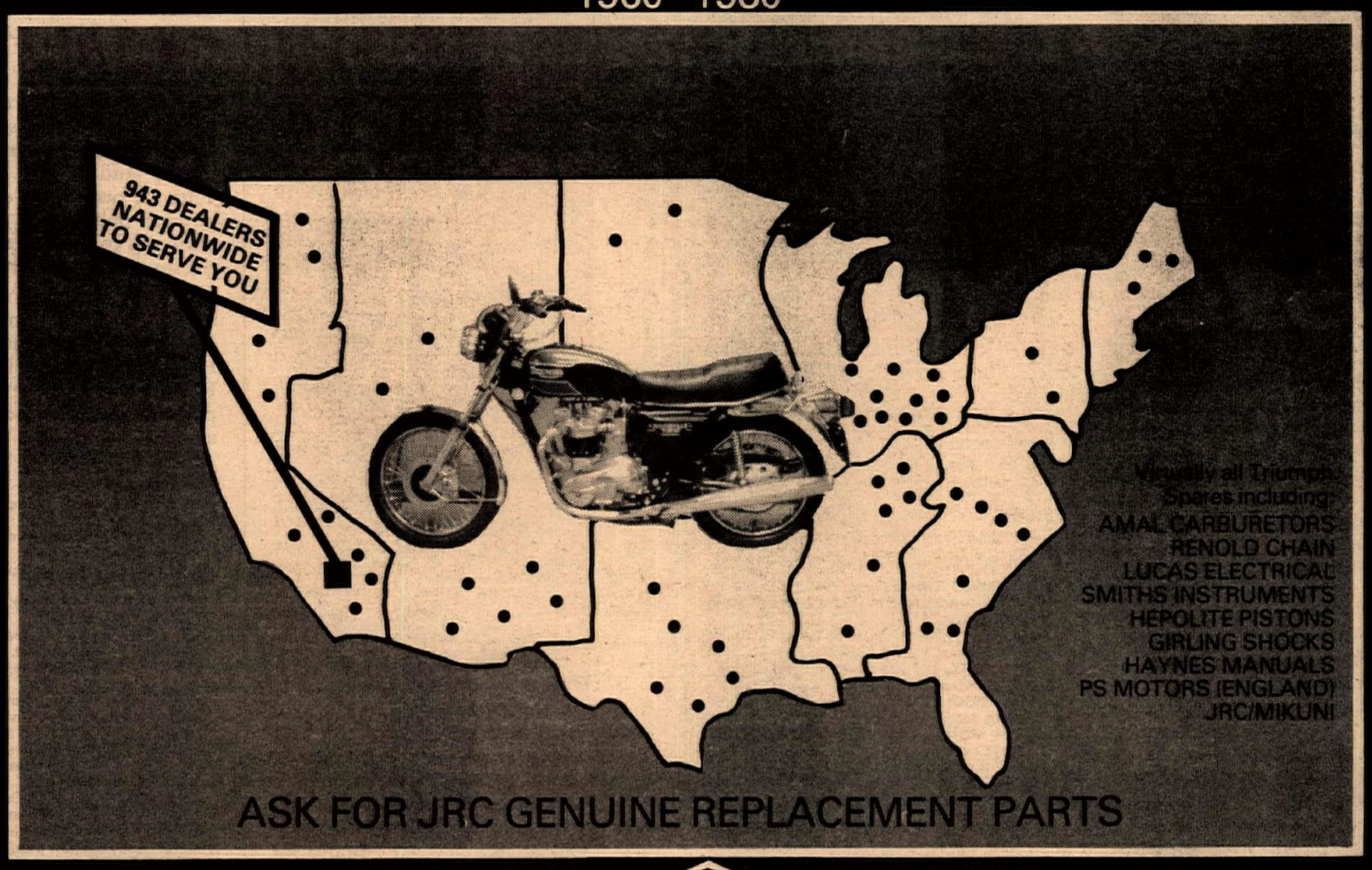

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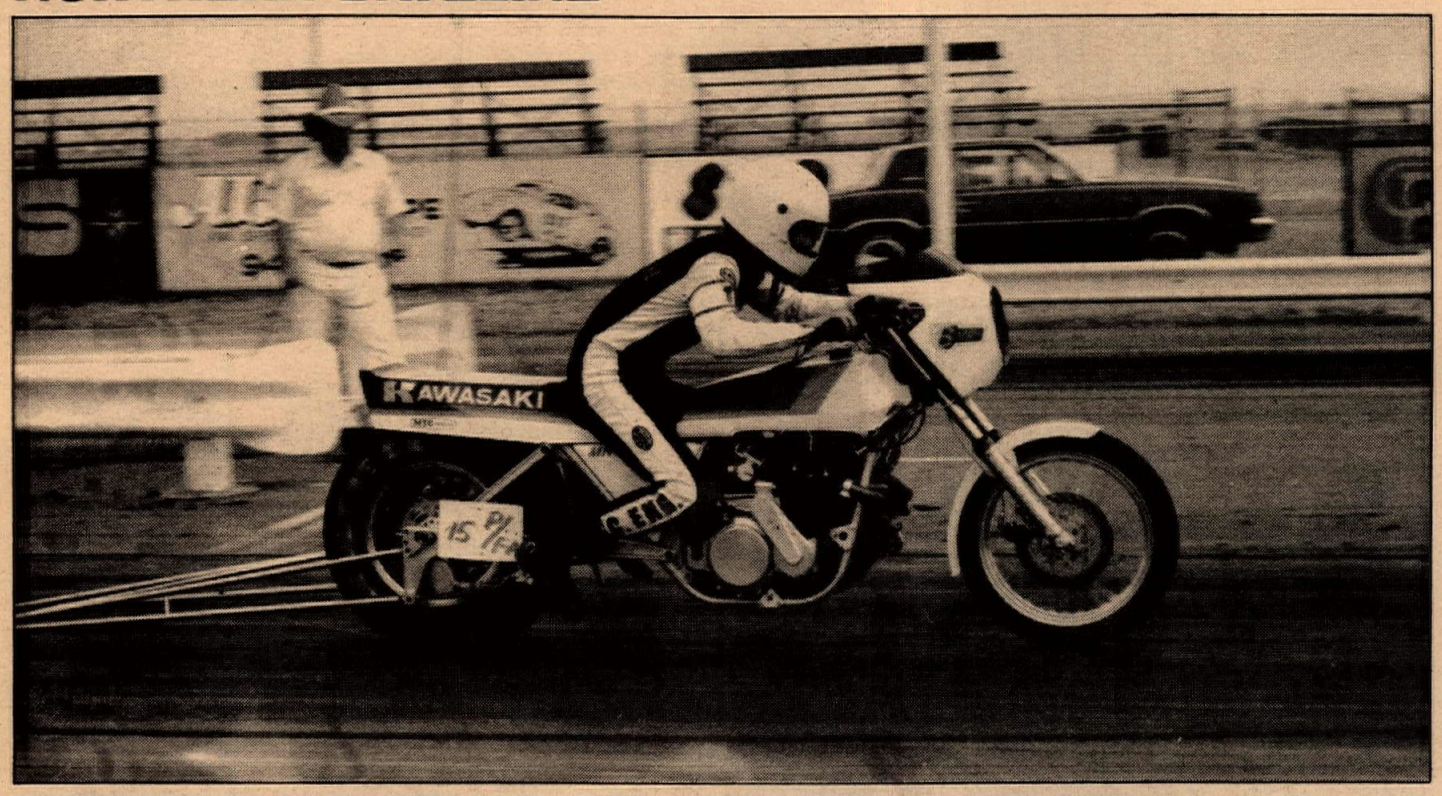


Super Eliminator winner Craig Burns blasted an 8.35-second run at Sacramento to beat Wayne Holden.

Dragbike! Western Nationals to Hayes and Burns

By Ron Martin

SACRAMENTO, CA, JUNE 28-29

Dragbike! held the third annual Western National races at Sacramento Raceway this year, a change from the strip at Fremont where the past two events had been held. A W.C.S. car meet had been run the previous weekend here and the track was like flypaper.

Seventy-one racers showed up on Saturday for Pro qualifying and practice runs and was it hot! Temperatures soared well over the 100 degree mark and the humidity was so low a lot of bikers ran out of main jets while trying to tune.

Sunday was a different story, however, and weather conditions were quite the opposite. At one point during the morning, things were halted for a few minutes because of a threat of sprinkles. But the sun finally broke through in the afternoon and a very satisfying day of racing began.

Pro Stocks opened the program and a lot of the favorites didn't survive the first round. The entire field was manned by riders on Kawasakis and times were dazzling. Terry Henry out of Sacto was trailered by a great holeshot as Henry Subia from Lawndale ran a 9.47 to Henry's 9.41.

Randy Murray traveled down from Swisshome, OR, and traveled down the track ahead of Marvin Foster from L.A., 9.65 to 10.47. L.A. was well represented by Lee Hayes when he ran a 9.41 to put away Gary Weissharr from Scottsdale, AZ, with a losing 9.90. The first round ended when Larry Cook from Portland outcharged Elvin Goveia of Fremont, 9.18 to 9.45.

The second round opened the semifinals with Cook getting too anxious and red-lighting to give the automatic win to Hayes. Subia, turning a slower 9.58, got to the big end first, defeating Murray's 9.44.

The final in Pro Stock was all southern California. Subia and Hayes had traveled to Sacramento together and now faced each other on the line. Side-by-side warmup burnouts had the crowd on their feet and when the green came down, Hayes was out like a shot while Subia bobbled it just enough to give it to Hayes, 9.55 to 9.85.

Super Elminator brought out the fastest machinery of the day. Wayne Holden of Shingle Springs rolled his Kawie dragster out the back door and into the fastest qualifier spot of the weekend. He drew a bye run in the first round, but did he cool it? No way! Holden ripped off an 8.63 on a solo pass.

Dan Lezzini's Kawasaki out of Petuluma showed the way home to Walt Miles' Harley from Santa Rosa, 9.60 to 9.80. Craig Burns came up from Reseda on an alcolhol burning Kawie and got a great holeshot on San Jose's Mike McKillip's Hog, 8.27 to 10.38. The last pair of first rounders brought Norris Bruce out from Phoenix to defeat Dave Miks up from Sunnyvale. Both were Kawasaki mounted.

In the semis, Holden's 8.86 put Lezzeni away. Lezzeni ran a losing 9.39. Burns lined his steed up with Bruce and was surprised to come out second on the holeshot, but the alcolhol took over on the big end as Burns shot by with an 9.43 to Bruce's 9.57.

The final run of the day was set. Holden rolled the big fueler to the burnout box. Burns brought the beautifully-prepared alky machine alongside.

The fueler roared, the turbo hissed and they were off!

Holden jumped out first, rocketship style, but was slowly drifting toward the edge of the strip. He fought it all the way and straightened it out three-quarters of the way down, but Burns, on a straight trajectory, went past to record an 8.35 to Holden's valiant 9.21.

Promoter Tom Loughlin, Jr. did his best to please the crowd all weekend and included three special exhibition passes by Pee Wee Gleason on a Kawasaki with nitrous oxide injection. Gleason, from Orange, turned an 8.42, 8.52 and 8.65, all well over 165 mph!

Results

PRO DRAG: 1. Randy Gyes (H-D); 2. Bob Burdick (Kaw).
COMP ELIMINATOR: 1. Tony Dell (Kaw); 2. Steve Cunningham (Hon).
MOD ELIMINATOR: 1. Mark Walker (Kaw); 2. Lenny Dean (Kaw).
STOCK ELIMINATOR: 1. Dale Walker (Suz); 2. Chuck Trembley (Kaw).
ET-1: 1. Gary Whitmire (Hon); 2. Jim Happs (Hon).
ET-2: 1. Rich Blastic (H-D); 2. Craig Steeds (Kaw).
TROPHY: 1. Jim Kirkpatrick (Yam).
SECOND CHANCE: 1. Mike Talbot (Kaw); 2. Cap't. Queeg (Hon).

Land, Bettencourt double at Hanford TT

By Bob Hill

HANFORD, CA, JUNE 28

Robert Land (Billingsley Ford-Yam) scored a double header by winning both the 125 and 200cc Expert mains at the Hanford TT. Land got the win in the 125cc class over Dean Snell (Merced Yam) and Todd Durham (Yam). He did a retake in the 200s with Jim Taves (Yam) and Dennis Rodriques (Rowdy Yam) getting second and third.

Chad Bettencourt took top money in the 250cc Expert go. Bettencourt took the Les Birkle-tuned Yamaha holeshot to checkers with Trampus Bettencourt right behind on a Yamaha that looked the same as the one in front. Don Howard (Fresno Yam) and Ricky Hollenbeck (Sumners Suz/Fosters Freeze-Suz) had a good race for third and fourth with Hollenbeck getting the show place. Howard, a former Mini number one a few years back, is getting everything going and together. He's been in the top five the last month and he's going fast.

Bettencourt came back in the 500cc Expert class with Rodney Sullivan (Kings Cyclery-Yam) grabbing second followed by Anthony Urias on a Joe Miller-tuned Yamaha. Sullivan came back to take the Open Expert class on his Yamaha 350 twin. It had to be the best WFO, feet-up screaming power thing I've seen this year.

Results

PEE WE: 1. Jason Craven (Yam); 2. Mike Lucio (Suz); 3. Chad Brandons (Yam).
80 NOV: 1. Todd Alberti (Suz); 2. Barry Clark (Yam); 3. Bert Wilson (Yam).
80 JR: 1. Albert Biscaglio (Yam); 2. Glenn Fujioka (Yam); 3. Manuel Jiminez (Yam).
80 EX: 1. Craig Howard (Yam); 2. Ryan Land (Yam); 3. Steve Hill (Yam).
100 NOV/JR: 1. Manuel Jiminez (Yam); 2. Randy Jones (Yam); 3. Jim Pierce (Yam).
100 EX: 1. Steve Hill (Yam); 2. Craig Howard (Yam); 3. Blayne Hollenbeck (Suz).
125 NOV: 1. Charles Salmon (Yam); 2. Randy Jones (Yam); 3. Jim Pierce (Yam).
125 JR: 1. Kenny Kemp (Yam); 2. Mark Davis (Yam); 3. Glenn Garlin (Yam).
125 EX: 1. Robert Land (Yam); 2. Dean Snell (Yam); 3. Todd Durham (Yam).
200 EX: 1. Robert Land (Yam); 2. Jim Taves (Yam); 3. Dennis Rodriques (Yam).
250 NOV: 1. Charles Salmon (Yam); 2. Jim Pence (Yam); 3. Matt Snolian (Suz).
250 JR: 1. Jeff Hartman (Yam); 2. Melvin Kemo (Yam); 3. Jim Foster (Yam).
250 EX: 1. Chad Bettencourt (Yam); 2. Trampus Bettencourt (Yam); 3. Ricky Hollenbeck.
500 NOV: 1. Steve McWilliams (Yam); 2. Dale Andrews (Yam); 3. Tim Leech (Yam).
500 JR: 1. Jim Lynch (Yam); 2. Scott Creager (Yam); 3. John Hill (Yam).
500 EX: 1. Chad Bettencourt (Yam); 2. Rodney Sullivan (Yam); 3. Anthony Urias (Yam).
OPEN NOV/JR: 1. Billy Hartman (Tri); 2. Scott Reed (Yam); 3. John Hill (Yam).
OPEN EX: 1. Rodney Sullivan (Yam); 2. Tommy McKinny (Yam).

Hurst, Arnaiz and Scott nab Clackmas Regional TT wins

By Marty Scott

CLACKAMAS, OR, JUNE 27

Local favorite Brad Hurst continued his dominance in the Expert class while Californians Rich Arnaiz and Bill Scott (the Western Region Junior and Novice point leaders respectively) now hold solid point leads after wins at the first of two TT Regionals being held at the Sidewinders Motorcycle Club grounds.

Bill Oliver brought his Triumph in with a fine itme of 14.41 seconds to top the Expert time trials. Brad Hurst was a fast second at 14.54 with Mike Inderbitzen a solid third at 14.59.

Heat one had a little trouble getting off but when they did, it was California's Inderbitzen with a big lead. Hurst and Mickey Fay gave chase, but it was to no avail as Inderbitzen held on at the checkered for the fast heat of the night.

Heat two was all to Bill Oliver as Frank Word held on for second with the third and final transfer going to Don Dodge.

Heat three was a 500cc Yamaha battle as Jeff Campbell took the win over the Rob Muzzy-tuned thumper of Tom McCullough. Gary Davis brought his Triumph in for third.

The semi would be the final chance for the rest of the field with the top three to the Main. Don Brown took the win going away with Mark Swanson second and Mike Sullivan in the third transfer spot.

The Main event was all Brad Hurst's as he pulled some kind of holeshot, but was chased by Inderbitzen as they pulled away from the pack. Hurst kept a good gap between himself and Inderbitzen and was able to cruise when Inderbitzen, who gave it a real go on a borrowed Triumph, bailed off coming out of turn four. This now left it a battle for the runnerup spot between Davis and Campbell as Davis's Triumph just had a few more beans than Campbell's Yamaha. Mike Sullivan was in for fourth with Don Brown fifth.

With Jeff McDaniel and Rich Arnaiz turning in identical times of 14.85 to lead Junior time trials, the stage was set for the Main.

McDaniel took heat one with a real fast 1:29.19. Brent Barkman was a solid second for the other transfer. Heat two was all Arnaiz as he won going away, this time an even faster 1:29.13 and the fast Junior heat. Dirk Howard was second on a stock Yamaha YZ400.

Heat three went to Harry Thomas over Rich Willingham. Heat four was a battle all the way between Dan Atkinson and Kim Best. Atkinson was able to hold on for the win.

This brought it to the semis. With two transfers left, only the winners of each of the two semis transferred to the Main. Lou Alters took the first semi wire to wire, and Dave Ryan took semi two and the last transfer with a fine pass of Mike McClain at the checkered.

The Main event was now to the line and sitting on the line side by side were Regional point leader Arnaiz and local favorite McDaniel. When the green light flashed, so did Arnaiz and McDaniel as they were off and away. Arnaiz and McDaniel battled throughout the race and Harry Thomas was a solid third before bailing off. This left the hard-charging Barkman in third.

McDaniel passed Arnaiz for a brief moment and brought the large crowd to their feet. When Arnaiz put the wheel under to grab the lead back for good, there was hysteria. McDaniel was able to hold second over Barkman. Willingham was fourth and Atkinson fifth. McDaniel was the first over to congratulate Arnaiz on his third out of three Regional wins.

The Novices were to be a big matchup between the Clackamas point leader Mark Rooks and Regional point leader Bill Scott. But with a large Novice turnout, which meant six heats and only the winners of each heat transfering directly to the Main, it would not be easy.

California's Tom Walton took the heat one win to start things off. Heat two was all Mark Rooks, after one restart, in a fast 1:16.30. Region point leader Bill Scott took the heat three win with the fast time of the night at 1:16.22.

Bill McDonnell was the winner in heat four. Heat five was all Dale Schnitzer and the final heat went to John Davidson.

With four transfers left, it would come down to the first two in each of the semis. California's Dale Hansen grabbed a controversial holeshot and went on to win going away. David Johnson took the other transfer. Afterwards, riders argued but to no avail and it stood. It now came down to the final two transfers from semi two. They went to Alan Todd and Mark Williaman.

This brought us up to the Main event and all kinds of problems occurred as seven of the first-year Pros ended up on the naughty line. They were then set, and flying off the back row with the lead was Rooks followed by Williaman and Walton. Scott was way back in traffic.

Before they could reach the downhill portion of the track, Scott had worked up to fourth. He then zapped both Walton and Williaman after the downhill and set out for Rooks.

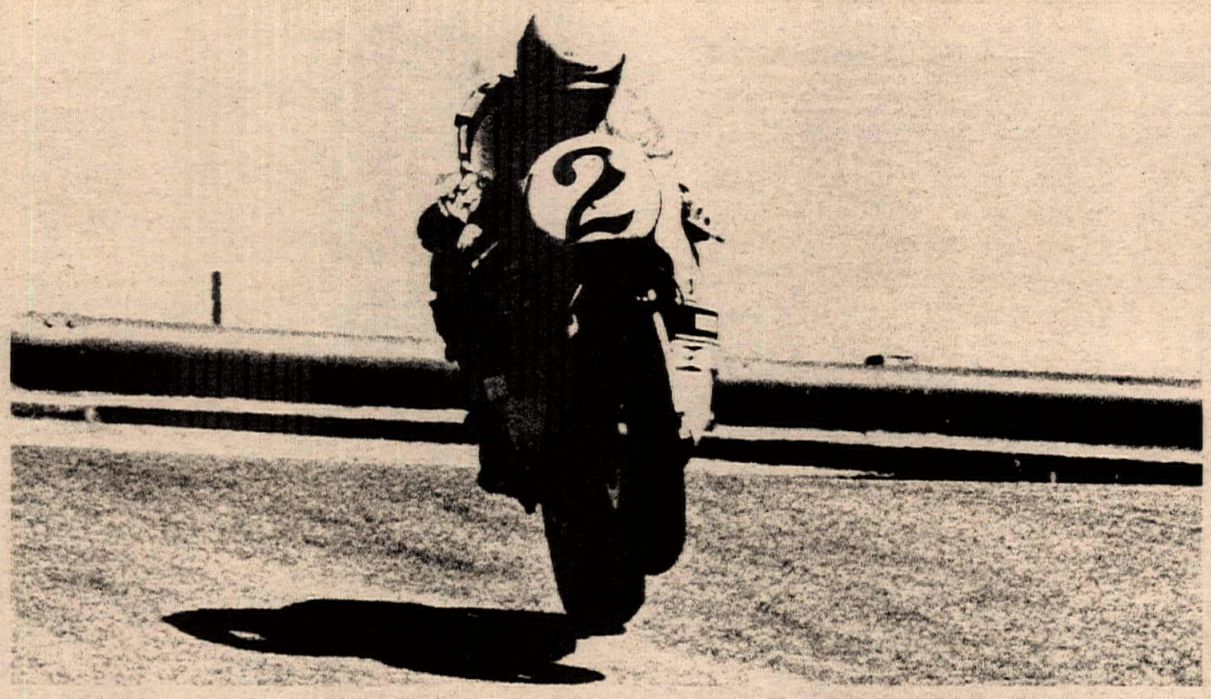
Now the battle that most people had waited all week to see was on as Scott caught Rooks in no time. The crowd was now on their feet as Scott felt Rooks out. You couldn't separate them as they rode side by side for three laps.

Scott made his move on lap eight as he passed Rooks on the uphill portion, but Rooks repassed him before the downhill. The crowd was in hysterics as Scott then passed him back down the downhill. They remained tight until the white flag lap. Then both gave it all they had and came down to the final corner together. Rooks had a slight advantage but Scott had the line. There was then contact and Rooks ended out of shape, Scott taking the win. Walton led the rest of the pack to the checkered in third followed by Schnitzer and McDonnell. Many couldn't recall a more exciting Novice race ever.

Results

NOV: 1. Bill Scott (Yam); 2. Mark Rooks (Hon); 3. Tom Walton (Yam); 4. Dale Schnitzer (Bul); 5. Bill McDonnell (C-A); 6. Dale Hansen (Yam); 7. Alan Todd (Hon); 8. Todd Williaman (Yam); 9. John Davidson (Yam); 10. David Johnson (Hon).

JRS: 1. Rich Arnaiz (Yam); 2. Jeff McDaniel (Hon); 3. Brent Barkman (Yam); 4. Rich Willingham (Yam); 5. Dan Atkinson (Hon); 6. Dave Ryan (Yam); 7. Lou Alters (Yam); 8. Harry Thomas (Yam); 9. Dirk Howard (Yam); 10. Kim Best (Yam).



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NORTHERN DATELINE

Danny Moore celebrated the acquisition of his driver's permit with the 250cc Expert win at Fremont.

EX: 1. Brad Hurst (Tri); 2. Gary Davis (Tri); 3. Jeff Campbell (Yam); 4. Mike Sullivan (Tri); 5. Don Brown (Tri); 6. Frank Word (Tri); 7. Don Dodge (Tri); 8. Mark Swanson (Tri); 9. Mike Inderbitzen (Tri); 10. Tom McCullough (Yam); 11. Bill Oliver (Tri); 12. Mickey Fay (Hon).

WESTERN REGIONAL POINT STANDINGS

NOV: 1. Bill Scott (53); 2. Tom Walton (40); 3. Mark Rooks (32); 4. Jeff Johnson (30); 5. Chuck Montgomery (13).

JRS: 1. Rich Arnaiz (60); 2. Brent Barkman (35); 3. Jeff McDaniel (33); 4. Dan Atkinson (30); 5. (TIE) Jimbo Filice/Dan Perkins (16).

EX: 1. Gary Davis (32); 2. Brad Hurst (27); 3. Steve Eklund (26); 4. Scott Pearson (20); 5. Mike Sullivan (17).

Lodi high point season continues

By Ann Carr

LODI, CA, JUNE 27

The Lodi Motorcycle Club hosted the 15th race in its night high point series tonight with a return to short track racing after a three race qualifier TT last weekend. Attendance was small tonight as many riders were saving their machines for the short track qualifier at Newman on Saturday.

Modesto's Dwayne McCaslin picked off his second 500cc Expert Main for the season by holding off fellow townsman Ted Davidson and current 360cc point leader David Boyles (riding a combined class tonight). In previous action David had bested a hard-charging Kim Jorgensen in the 250cc Expert fray. Kim broke a three race dry spell for the second over a fast-improving Bill Arbogast while David copped his sixth main this season.

Turlock's Jamie Mason jumped his Harley to the front of an extremely competitive 250cc Junior group and moved to the win over Hal Hook and Chris Roehlk. Don Stommel grabbed the 250cc Novice Main for the second week in a row. Mark Covert from Yuba City was a challenging second.

Marvin Lewis, a former Mini Expert who survived a serious illness several years ago, ripped off the fourth 500cc Novice Main in a row and was not seriously challenged. Shawn Black hopped aboard Dale Basgal's snappy Honda and proceeded to follow Marvin's lead and swiped the Junior go. Mike Swartz and Roger Hamilton shared the 360cc limelight with Mike moving into the 360cc point lead. Marvin Dunham outlasted a charge by Gary Coit in the combined 125cc race to barely hold onto his point lead in the class.

In Mini action, Junior Bobby Black slipped by Novices Mike Roehlk and Roger Faddis for that Main victory while Newman's Winkie Freitas nailed down his second 80cc Expert Lodi win of the season. Aaron Hill held off Kurt Chandler for a hard-earned second to complete the Kawasaki sweep.

Short track action on Friday nights continues at Lodi through August.

Results

80 NOV/JR: 1. Bobby Black (Kaw); 2. Mike Rohelk (Suz); 3. Roger Faddis (Kaw).

80 EX: 1. Winkie Freitas (Kaw); 2. Aaron Hill (Kaw); 3. Kurt Chandler (Kaw).

125 NOV/JR: Rob Dunham (Yam).

250 NOV: 1. Don Stommel (Suz); 2. Mark Covert (KTM).

250 JR: 1. Jamie Mason (H-D); 2. Hal Hook (C-A); 3. Chris Roehlk (Suz).

250 EX: 1. David Boyles (Hon); 2. Kim Jorgensen (C-A).

360 NOV: Mike Swartz (Hon).

360 JR: Roger Hamilton (Hon).

500 NOV: Marvin Lewis (Yam).

500 JR: Shawn Black (Hon).

500 EX: 1. Dwayne McCaslin (Hon); 2. Ted Davidson (Yam); 3. David Boyles (Hon).

ODYSSEY

STOCK: Gary Rieb.

MOD: 1. Mike Ivers; 2. Manual King.

Fremont ST to Moore and Davidson

By Bill Spencer

FREMONT, CA, JUNE 18

Danny Moore, the 15-year-old sensation from Monterey, continues his climb up the Black Plate list in District 36 competition along with old man Ted Davidson as both won their respective events in the third week of Wednesday night racing under the lights at fabulous Fremont Raceway. The turnout of riders remains good and an increase in spectators has kept smiles on organizers' faces. Continued upgrading of the track and facilities should see more improvements.

With minibikes a big part of the racing scene, Joey Diaz and Mike McDonnell continue to do good battle in the 80cc Novice group. Bodie Shepard racked up another Junior win with good starts and never looking over his shoulder on the Salinas KX80. Eric Mayfield took another second-place trophy. You must wonder how long he will put up with the seconds.

Chris Carr returned to the front of things winning big in the 80cc Experts over Kurt Chandler, Aaron Hill and Mike Macedo after a disastrous previous week where both motors were down during practice. Chandler and Carr are putting on a year-long battle for the top spot with only token appearances from the rest of the crew.

Tom Flaherty has laid off the racing bit for more than three years but hasn't forgotten how to ride and easily won the 125/200cc Novice/Junior show over Eric Keyzer and Benny Scardina. Adam Sabedra rode a Harley to the 250cc Novice win over Al Rudy and Mike Paiva.

Bud Martin was all smiles after doing the tuning on the first and second-place finishers of the 250cc Junior class. Dave Caballero and Pete Murray had a good bash on Yamahas with Caballero winning on the EC Trucking, WFO Ent. and Martin Cycle Machine bike. Mike Zimmerman took the third trophy in a very healthy class of riders.

The really big classes come from the 250 and 500cc Experts where Black Plate points and money is the hot set up and the kids seem to sense it all. Danny Moore and the Champion-framed Yamaha of Salinas had no trouble with this one leading from the gate over Benji Zakarian and Rich Arnaiz with Doug Chandler unable to pass Arnaiz at any spot and Rocky Robinson in for fifth.

Moore got the good jump with Arnaiz and the Ken Gray YZ doing some sorting over the Modesto KX but Benji grabbed second and held it while Chandler tried some outside lines that just wouldn't work.

Rick Record and Mike Paiva took home the 360cc Novice bash. Mike Ahm won the 360cc Junior race but was looking for some DT II's to help the handling department, having never raced on those puppies. John Carter was second.

The 360cc Expert main had to go down as one of the screwiest events of the century. After three attempts at a start it appeared that was a go-green race with Errol Longboya and the Fremont Cycle Center Honda leading along with Dave Boyles on the Spinetti Honda and Jim Mahoney on his own Motors special when Steve Carrillo either stopped on his own or fell. The former Fremont Raceway champion had a conversation with the starter and then the referee and all of a sudden the red flag came out.

The decision to restart the race again came as the four-lap old race just couldn't be considered a fair start, even with half the laps already gone and so a complete restart was called for putting Carrillo right back in the hunt. To prove that he could really get back in the hunt, he dialed in the starter from the back row to lead the pack for a few laps until he missed a shift and slid a bit wide allowing Boyles and Mahoney to make inside moves for the front spots but kept third for himself. Not a bad job, considering he was down two laps.

Young Marvin Lewis didn't mind not seeing Jeff Rose in front of him in the 500cc Novice main and handily won over Ken Jernigan. Steve Nunes had the 500cc Junior class all his way getting by Frankie Sanchez's XL350 with Stan Morris in for third.

Ted Davidson and the Blu-Arc Distributors TT500 were boss in the 500cc Experts despite 14-year-old Doug Chandler giving his best on the Salinas Kawasaki TT500. Chandler has great track savvy and used as much of the track as possible to keep the front runner guessing about his moves and trying different pass lines. Trying to pass the veteran Class C Expert isn't one of those easy jobs and the track time he is getting at this age is very valuable. Bob Cunnington took the R C Cycle TT500 to third over Mike Inderbitzen on the Palm Gardens Special, Danny Moore's Champion XR500 and Mike Delacy on his own stocker.

With a few more big bore machines, Dana Perri returned to the part he knows best and easily won the Open class on his Yamaha 750 over Wade Boyd. ●

Results

80 NOV: 1. Joey Diaz (Kaw); 2. Mike McDonnell (Suz).

80 JR: 1. Bodie Shepard (Kaw); 2. Eric Mayfield (Yam).

80 EX: 1. Chris Carr (Suz); 2. Kurt Chandler (Kaw); 3. Aaron Hill (Kaw).

200 NOV: 1. Tom Flaherty (Bul); 2. Eric Keyzer (Yam).

250 NOV: 1. Adam Sabedra (H-D); 2. Al Rudy, Jr. (C-A); 3. Mike Paiva.

250 JR: 1. Dave Caballero (Yam); 2. Pete Murray (Yam); 3. Mike Zimmerman (Yam).

250 EX: 1. Danny Moore (Yam); 2. Benji Zakarian (Kaw); 3. Rich Arnaiz (Yam).

360 NOV: 1. Rick Record (Bul); 2. Mike Paiva (Yam).

360 JR: 1. Mike Ahm (Hon); 2. John Carter (Hon).

360 EX: 1. Dave Boyles (Hon); 2. Jim Mahoney (Hon); 3. Steve Carrillo (Yam).

500 NOV: 1. Marvin Lewis (Yam); 2. Ken Jernigan (Yam).

500 JR: 1. Steve Nunes (Yam); 2. Frank Sanchez (Hon); 3. Stan Morris (Yam).

500 EX: 1. Ted Davidson (Yam); 2. Doug Chandler (Yam); 3. Bob Cunnington (Yam).

OPEN EX: 1. Dana Perri (Yam); 2. Wade Boyd (Yam).

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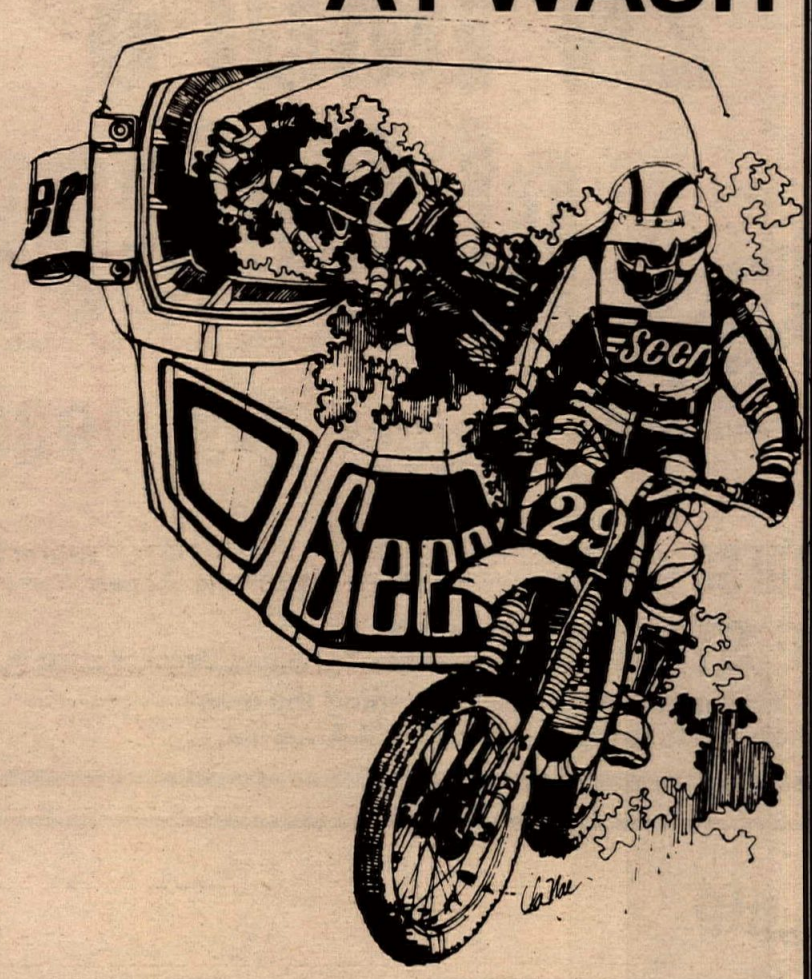

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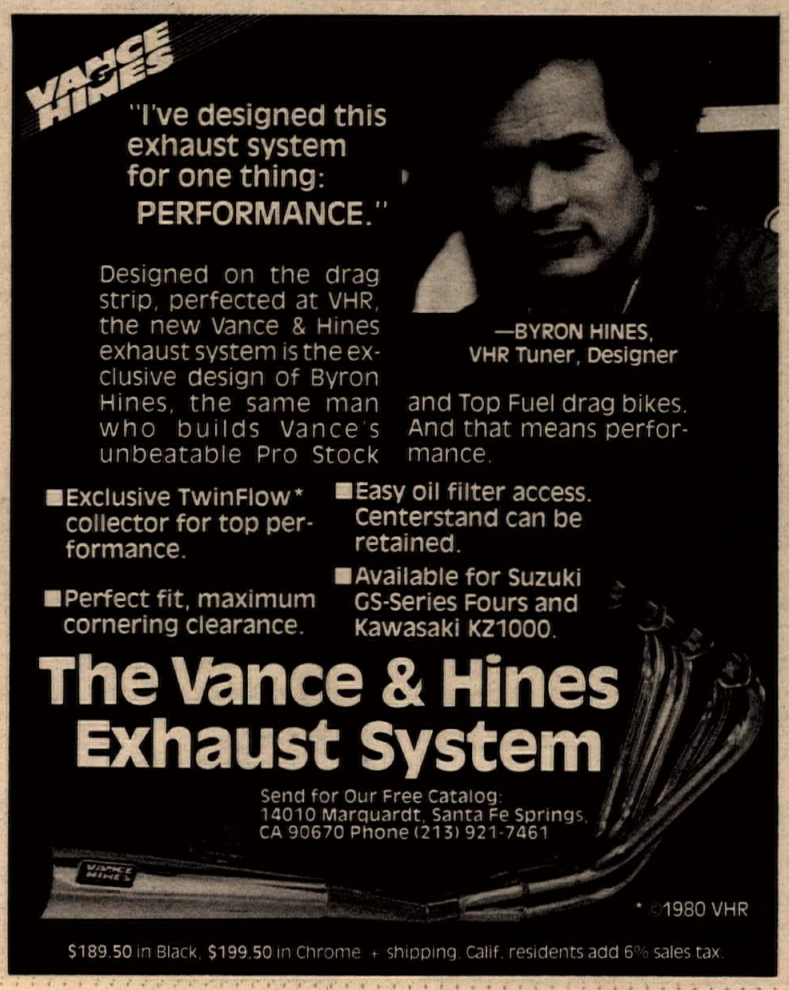

Central Pipeline

(Top) Bubba Shobert leads Mike Kidd early in the Topeka short track main event. (Above) The Topeka trophy dash leaves the line.

Shobert shows the way at Topeka ST

By Dale Brown

TOPEKA, KS, JULY 5

Yamaha-mounted Bubba Shobert led the way in AMA Professional short track racing at Topeka Raceway, taking both the trophy dash and the 12-lap main event.

The same Friday night windstorm that damaged the Sunflower State Expo and forced cancellation of the half mile National there, also hit this track. But they were able to get downed lightpoles out of the way and the race ran a day later.

In spite of the National cancellation, only 23 riders showed up, forcing the running of a combined Novice/Junior/Expert program. Four five man heats were run to determine starting order for the first two semis. The first six in each semi transferred to the main event. Then two more semis were run for money (the first two also paid). Then following a trophy dash for the heat race winners, came the main event.

The first semi went to Bubba Rush, riding a Kawasaki. Mike Kidd, mounted on a borrowed Bultaco, held second initially but was demoted to third by Novice Sammy Potter (Yam). Steve Pendergraft (Yam) finished fourth in front of Willie Crabbe (Yam).

The second semi was Shobert's, but for three laps he had to chase fast looking Novice Kreg Hunt (Yam). Hunt unloaded in turn four and was hit by Scotty Adams. Both riders got up and Adams' crew worked feverishly to get his Yamaha ready for the restart, but the start went off a few seconds before Adams could get it started. Shobert won easily, followed by Novice Billy Herndon (Bul), James Bradley and Kelly Larkin. Adams managed to move up to seventh, one position out of a transfer.

The third semi pitted together most of the National number-carrying riders, and Rush came out on top, followed by Kidd and Shobert.

The final semi went to Herndon, defeating Expert Pendergraft and Junior Larkin.

All through the evning the announcer was soliciting donations to the purse for the trophy dash, and by racetime, the pot totalled $350. It was strictly a two-man battle between Rush and Shobert, with the lead changing just about every lap. Shobert took the win at the flag by the margin of his front wheel.

Shobert and Herndon got the jump on the field as the main event got underway, but Kidd nosed into second place before the first lap was over. The top three order remained the same until the fourth lap, when several riders went down in turns 3-4, demolishing the haybales there. After the hay was swept off the track, action resumed with a single-file restart.

The red flag was out only two laps later when third-running Herndon bailed off in turn two. Though shaken, he got up. On the final restart Shobert was out front again and held an easy lead to the finish. With three laps to go, Pendergraft worked his way around Kidd to take hold of the runner-up

Trophy dash winner Shobert got a trophy and money from the fans.

position. Rush, bottled up in traffic for most of the race, broke through to finish fourth. Fifth was taken by Potter, and he was followed by Brian Anderson and Willie Crabbe.

After the race, Shobert thanked sponsors Bruster's Performance, Stovall's Yamaha, Donnie Shobert, Scott Machine and Hi-Point.

Results

MAIN EVENT: 1. Bubba Shobert (Yam); 2. Steve Pendergraft (Yam); 3. Mike Kidd (Bul); 4. Bubba Rush (Kaw); 5. Sammy Potter (Yam); 6. Brian Anderson (Yam); 7. Willie Crabbe (Yam); 8. Kelly Larkin (Yam); 9. Kenny Tolbert (H-D); 10. Billy Herndon (Bul).

TROPHY DASH: 1. Bubba Shobert (Yam); 2. Bubba Rush (Kaw); 3. Steve Pendergraft (Yam); 4. Scotty Adams (Yam).

McIntyre smokes hot West Texas Championship MX

By Tom Taylor

EL PASO, TX, JUNE 29

El Paso racers proved their conditioning Sunday to garner a majority of wins in the West Texas Championship Motocross race at Star Track. With 20-minute heats, which were exactly that in 107 degree temperatures, endurance was as crucial as riding skill on Star Track's extremely demanding course.

Maby McIntyre, back this week from Pro Regional wins in Nebraska and Louisiana where 30 and 45-minute heats are standard, took home a major share of the $1,500 Expert purse by earning both the 125 and Open Expert wins.

Experts Shaun Perrero and Scott Logston both put up excellent battles for their share of the prize money with Perrero taking a first overall in the 250cc class after a neck-and-neck race for the finish with McIntyre in the first heat, but a more comfortable lead in the last race of the day. Logston finished 1-2 for second overall in the 125cc class.

With competition between 120 riders in 12 classes, there was little time for talking about the weather, but high temperatures took a toll on Novice and Amateur classes which resulted in a reduced moto time in the second half of the race.

Some fine racing was provided by New Mexico rider Chris Ikard and recently-returned-to-racing Rick Biernaki in the 125cc Amateur class. Elvie Addington, also from New Mexico, won the Novice championship trophy.

Riders completed the day feeling truly tested by both the elements and their fellow competitors, but even little Mini Mini winners David Bowen and Billy Ennis left looking forward to the race next year.

Results

125 EX: 1. Maby McIntyre (Yam); 2. Scott Logston (Hon); 3. Michael McIntyre (Yam).

125 AM: 1. Chris Ikard (Yam); 2. Rick Biernaki (Yam); 3. Tony cortinas (Suz).

125 NOV: 1. Elvie Addington (Yam); 2. Jerry Lovelace (Kaw); 3. John Addington (Yam).

250 EX: 1. Shaun Perrero (Yam); 2. Maby McIntyre (Yam); 3. Paul Wilson (Yam).

250 AM: 1. Danny Suggs (Suz); 2. Jim Johnson (Kaw); 3. Wayne Suggs (Suz).

250 NOV: 1. Clifford Wright (Suz); 2. Ray Wyrick (Yam); 3. Calvin Watts (Hus).

OPEN EX: 1. Maby McIntyre (Yam); 2. Shaun Perrero (Yam); 3. Paul Wilson (Yam).

OPEN AM: 1. Jay Earnest (Yam); 2. Marco Martin (Mai); 3. Jeff Black (Yam).

80 ADVANCED: 1. Brother Martinez (Suz); 2. Trent Atwood (Yam); 3. Zip Macrae (Yam).

80 AM: 1. Danny Scott (Suz); 2. Mark Miller (Suz); 3. David Bowen (Yam).

80 NOV: 1. David Kulenski (Suz); 2. Daniel Talbert (Suz); 3. Matt Jones (Yam).

MINI MINI: 1. David Bowen (Yam); 2. Billy Ennis (Suz).

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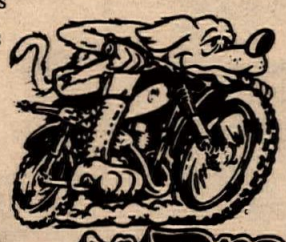

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(Continued from page 2)

by a single point, 33-32. Denmark finished third with 25 points while Sweden was a distant fourth with five points.

Would you believe *reasonable?* One of the *Cycle News* Want Ads in last week's paper seemed to be requesting inexpensive labor. "Cheap Engineer" it read. And while S&W — like the rest of us — certainly must keep an eye on the old budget, what they're really looking for is a Chief Engineer. The error occurred when our want ad lady took the ad over the phone and didn't understand (obviously) what the person placing the ad said. Sorry, S&W, for any inconvenience or embarrassment the misunderstanding may have caused. (But if the ad really does draw a well-qualified engineer who'll work for little or nothing...)

Whatever happened to Ron Bishop? The former ISDT rider, now riding off-road Can-Ams, has opened a service and accessory business in Escondido, CA. Dial Ron at 714/747-1360 for info.

***On Any Sunday, II* will open in the Sacramento area on Labor Day Weekend. Some changes have been made since the original press showing that was reviewed in *Cycle News.* The background music has been changed to a more country-western theme, and the ending has also been revised.**

Russ Collins will contest the Pro Stock class in NMRA and IDBA drag racing aboard Bob Carpenter's class-winning Kawasaki. Carpenter, of course, is campaigning an R.C. Suzuki this season. Talk about a 1-2 punch!

How would you like to have a factory-backed ride in the July 27 Mid-Ohio 125cc USGP of Motocross? Cliff Carr phoned *Cycle News* last week with an offer for a qualified rider on the works water-cooled Cagiva motocrosser. One catch: You must already be accepted as an entry in the event. At this point, it's a one-shot deal. But if you do well, who knows?

This July 19 weekend Ascot Park will host not only the 25-lap Winston Pro/AMA Grand National Championship Series TT, but the eighth annual Friday night Gardena Gold Cup Half Mile and the Honda Junior Invitational TT as well. Tickets for all are available through Ticketron or at the Ascot office.

Pasadena Suzuki is organizing a fun ride to Laguna Seca Raceway for the Aug. 2-3 Champion Spark Plug 200. Riders will leave early Saturday morning, Aug. 2, with groups returning Sunday and Monday. Discount tickets are available through Pasadena Suzuki. Phone 213/795-4129 for more info.

A pair of cartoonists who sign their work "Foreman & Templeton" as nearly as we can tell from their scribbled credit line, have produced at least two cartoons that have been published in California newspapers (the *L.A. Times* and the *San Francisco Chronicle)* which are anti-motorcycling. Watch your paper, particularly the Sports section, and if their works show up, please write to the sports editor and register your opinion. A phone call wouldn't hurt, either.

California Racing Club asked if we could pass on the word that their three-race $7500 IRC Series is coming up. Action starts July 20 at Indian Dunes, moves on to Saddleback July 27, and then returns to Indian Dunes August 3. Each race features a $1500 Pro purse and $1000 in gift certificates. CRC's number is 213/830-7519.

American Motocross Enterprises will be hosting a four-race Summer Series in conjunction with their Friday night races at Indian Dunes. Action begins July 18, with the remaining races running August 1, August 15 and August 29. Over 40 sponsors have been lined up. Contact AME at 213/881-5778, or series organizer Harry Richard at 805/527-2188.

Mike Bast is in the process of organizing (believe it or not) moped competition. Interested? Phone Mike Bast R&R Mopeds at 714/621-6867.

Winston Pro points breakdown

By Glenn Billings

Short Track after one round

1. Ronnie Jones	20
2. Mickey Fay	16
3. Kenny Roberts	13
4. Mike Kidd	11
5. Scott Pearson	10
6. Randy Goss	9
7. Alex Jorgensen	8
9. Rick Hocking	6
10. Rick Graham	5

TT after two rounds

1. Ronnie Jones	21
2. Kenny Roberts	20
3. Alex Jorgensen	18
4. Rick Graham	16
5. Randy Goss	14
6. Steve Eklund	13
Bruce Hanlon	13
8. Jay Springsteen	11
Rod Spencer	11
10. Freddie Spencer	10
Jeff Haney	10

Mile after two rounds

1. Hank Scott	40
2. Rick Graham	24
3. Randy Goss	20
4. Alex Jorgensen	19
5. Gary Scott	17
Mike Kidd	17
7. Jay Springsteen	16
8. Steve Morehead	15
9. Ted Boody	10
Corky Keener	10

Half Mile after four rounds

1. Steve Morehead	62
2. Billy LaBrie	61
3. Hank Scott	40
4. Gary Scott	30
Randy Goss	30
6. Scott Parker	28
7. Ted Boody	27
8. Steve Eklund	24
Corky Keener	24
10. Rick Graham	21

Road Racing after four rounds

1. Richard Schlacter	56
2. Wes Cooley	36
3. Bruce Hammer	32
4. Nicolas Richichi	28
5. Rich Chambers	24
6. Mark Jones	23
7. Patrick Pons	20
8. James Adamo	17
Cory Ruppelt	17
10. Dale Singleton	16

RESULTS

MRA Road Race
La Junta, CO
June 15, 1980
By Sandy Lillie

0-550 PROD	
Mike Cameron	Yam
Tim McGuire	Yam
Charles Brothers	Yam
Terri Wischheofer	Yam
Jerry Oliger	Yam
551-850 PROD	
Charles Brothers	Yam
Mike Cameron	Yam
Tim McGuire	Yam
Steve Armstrong	Yam
Stan Trulock	Kaw
851-OPEN PROD	
Charles Brothers	Yam
Mike Cameron	Yam
Terri Wischhoefer	Yam
Paul Wahl	Hon
Charles Fisher	Duc
0-550 SUPERBIKE	
Ken Hoogland	Hon
Merlyn Plumlee	Yam
Charles Brothers	Yam
Mike Cameron	Yam
Tim McGuire	Yam
551-850 SUPERBIKE	
Ken Hoogland	Hon
Mike Mangham	Kaw
Bob Brownell	Yam
Tim McGuire	Yam
Mike Cameron	Yam
851-OPEN SUPERBIKE	
Merlyn Plumlee	Yam
Ken Hoogland	Hon
Rob Flannery	Kaw
Mike Cameron	Yam
Ted French	Yam
COMB. FORMULA 1 & 2	
Ken Hoogland	Hon
Rob Flannery	Kaw
Dave Deschermaier	Suz
Merlyn Plumlee	Yam
Bob Brownell	Yam
FORMULA 3	
Merlyn Plumlee	Yam
Ken Hoogland	Hon
Norm Meyer	Yam
Bob Brownell	Yam
Mike Becker	Mor
FORMULA 4	
Bo Dewberry	Bri
Mike Becker	Mor
COLORADO CLASS	
Ken Hoogland	Hon
Bob Brownell	Yam

NMA Motocross
Saguaro Raceway
Tucson, AZ
June 21, 1980
By Nancy Keyes

JR CYCLE STK	
BEG	
Jimmy Dyer	Suz
NOV	
Kevin Carpenter	Suz
INT	
Shaun Kalos	
JR CYCLE MOD	
NOV	
Larry Moore	Suz
INT	
Shaun Kalos	
100 STK	
Chuck Chagnon	Suz
100 MOD	
Buddy Thomison	Yam
83cc STK	
9-11 BEG	
Carlos Zamudio	KX
12 & OVER BEG	
Tony Moom	
Mario Zamudio	KX
John Van Hook	Yam
9-11 NOV	
Shaun Kalos	
12 & OVER NOV	
David Witmer	Suz
Kenny Valentine	
EX	
Scott Keyes	Yam
83cc MOD	
9-11 BEG	
Carlos Zamudio	KX
12 & OVER BEG	
Brad Wachs	Yam
Mario Zamudio	KX
Tony Moon	
12 & OVER NOV	
David Witmer	Suz
John Clark	Suz
Kenny Valentine	
INT	
Chuck Chagnon	Suz
EX	
Scott Keyes	Yam
125 NOV STK	
John Janssen	Suz
Brian Addington	
Mike Carpenter	Yam
125 INT STK	
Buddy Thomison	Yam
Mike Rehm	Yam
125 EX STK	
Tibbs McCullough	Yam
Roger McCluskey	
125 NOV MOD	
John Witmer	
Mike Carpenter	Yam
Brian Addington	
125 INT MOD	
Buddy Thomison	Yam
125 EX MOD	
Tibbs McCullough	Yam
Roger McCluskey	
250 NOV	
Pete Thompson	
Scott Brooks	
EX 250	
Jay Perkins	Suz
John Beaver	Mai
Mike Garratt	Yam
SUPPORT RACE	
MINI	
Tommy Waddell	Hon
Jesse Waddell	Hon
Mark Winkelman	KX
125 BEG	
David Witmer	Suz
Chris Johndrow	Yam
Everett Lafferty	Yam
125 NOV	
Ray Wimmer	
Terry Dinnebeck	Yam
Mike Lafferty	
125 JR	
Todd Witzens	Yam
250 BEG	
Scott Brooks	Hon
John Morgan	
Carl Stout	Yam
250 NOV	
Don Davis	Yam
250 JR	
Robert Gutterud	
Scott Brevaire	
OPEN	
Willie Giroir	Suz
Kevin Calihan	Yam
SR	
Larry Richardson	Mai
Neal Hanna	
125 EX	
Tibbs McCullough	Yam
David	King
Mike Goodrich	Hon
250 OPEN EX	
Ron Watmore	KX
David King	Yam
Rich Watmore	Yam

Marysville Motocross
Riverfront Park
Marysville, CA
June 22, 1980
By Ramie Sexton

125 EX	
Dana Waxham	Suz
Phil Larson	Yam
Mike Beier	Yam
250 EX	
Dana Waxham	Suz
Phil Larson	Yam
Allen Berluti	Mai
OPEN EX	
Brian Jodry	Suz
Randy Pockrandt	Mai
Richard Buttner	Yam
125 JR	
Steve Richards	Yam
Fred Edwards	Hon
Mark Ryan	Suz
250 JR	
Scott Sexton	Yam
Greg Nash	Mai
Gary Krahmer	Yam
OPEN JR	
Randy Pearson	Mai
Brian Butler	Yam
Frank Sacher	Yam
125 NOV DIV 1	
Jeff Renner	Yam
Alan Ferreria	Yam
Todd Candel	Yam
125 NOV DIV 2	
Tony Serpa	Suz
Dave West	Suz
Dan Bender	Kaw
250 NOV	
Scott Castaneda	Yam
Scott Johnston	Suz
Danny Bond	Mai
OPEN NOV	
Mike Ferland	Mai
Jim VanDusen	Kaw
Tim Phillis	Yam
POWDER PUFF	
Jenni Miles	Yam
Marci Michalec	Suz
Shirlyn Smith	Hon
VET EX	
Steve Machado	Yam
Robert McCowen	Bul
M.C. Peatrick	Hon
VET JR	
Jim McMahen	Mai
Don Swearinger	Yam
W.W. Glenn	Yam
VET NOV	
Tom Huddon	Kaw
Jim Swanson	Mai
Daniel Foley	Yam
OLD TIMER EX	
Bill McClinton	DMS
Duane Spence	Mai
Charlie Sexton	Yam
OLD TIMER JR	
Jesse Dean	Yam
Carl Leihr	Suz
L.J. Dossey	Yam
OLD TIMER NOV	
Lucky Kirby	Hon
Jim McCrary	Suz
Jay Park	Suz

Scrambles
Sand Hill Ranch
Brentwood, CA
June 13, 1980
By Jeri Hopper

125 NOV	
Dennis Roloff	Suz
125 JR	
Rodney Smith	Yam
VET	
Jim Hartbauer	Yam
Mike Underhill	Yam
80 NOV	
Tony Flores	Yam
Richard Davis	Yam
80 JR	
Steve De Lay	Suz
50	
Scott Davidson	Suz
Trippe Roloff	Suz
Obie Leff	Suz
OPEN NOV	
Don Wilson	Yam
Red Powell	Yam
250 JR	
James Casey	Yam
Allen Auzenne	Yam
250 EX	
Tracy Hays	Suz
250 NOV	
Derek Kech	C-A
Ron Denapoli	Hon
Joe Loubino	
MINI PRO	
Brent Davis	

TROPHY PICKUP

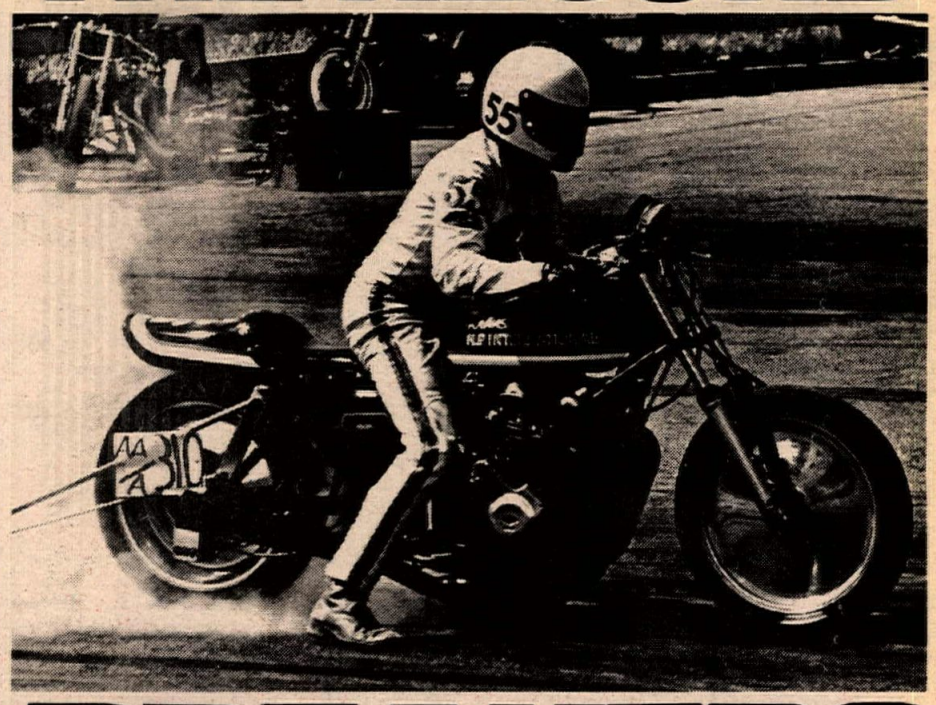
Trophies and gas cans from H.B.M.C. will be available at So. Cal and Rovers races, or call (714) 244-5425 days, nites (714) 244-1696. (26/28)

Rover trophy pickup for April race — all July. Call (213) 967-9868 or (213) 766-4920. (27/30)

Desert Daisy's Trophy Presentation Saturday, July 19 8 p.m.-1 a.m. American Legion Hall. * New location/ not the same as last year. 330 N. Azusa Ave., WEST COVINA. N. on Azusa off-ramp off Fwy. 10. Free beer, live band, dancing, door prizes, buffet. Everyones invited, $3.00 donation. Best party of the year! Ask for Lynette (213) 332-6249 or (714) 628-4975. (27/29)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

THE RECORD



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Win Fabulous Prizes

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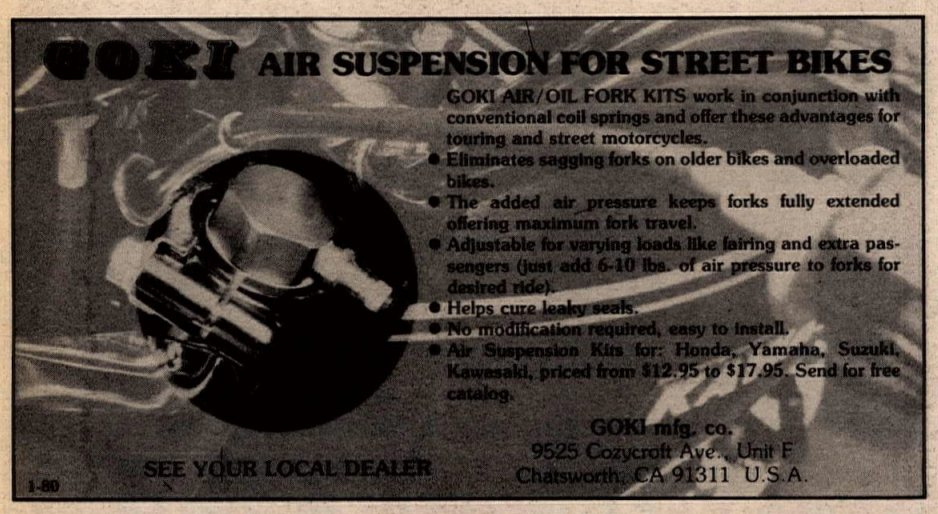
GOKI AIR SUSPENSION FOR STREET BIKES



GOKI AIR/OIL FORK KITS work in conjunction with conventional coil springs and offer these advantages for touring and street motorcycles.
- Eliminates sagging forks on older bikes and overloaded bikes.
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There is no free lunch, nowadays it's called "Happy Hour."

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NEW 1979 250cc MX 5 $1599
NEW 1979 250cc Qualifier $1459
SPECIAL SAVINGS
on 1980 250 & 400 MX 6's and 250 & 400 Qualifiers

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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Topeka, KS/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

8/9-10	Philadelphia, PA
10/25	San Diego, CA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

8/17	200 mi. Nat'l. Lansing MC Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

8/16-17	Summer Nationals Washington, DC
9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

TBA	MidAmerica Finals National Trail Raceway Columbus, OH
7/26-27	Dragbike! Natls. TBA
7/26-27	MidAmerica Nationals Natl. Trail Raceway Columbus, OH
8/2-3	2nd Annual Garden State Classic Island Dragway Great Meadows, NJ
8/8-9	Bikernationals Black Hills Dragway Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/14	Orange County Classic Orange County Intl. Raceway E. Irvine, CA
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

8/21-24	Off Road World Championships Riverside, CA
9/27-28	Off Road Championship Sonoma, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Western Region

7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475
7/27	Washougal, WA Northwest MX Ent. 503/644-5395, 472-2475
8/3	Sandy, OR Northwest MX Ent. 503/644-5395, 472-2475

Central Region

7/20	Tipton Hills, IA Tipton Hills Rec., Inc. 319/946-3131
10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

8/17	Brownsville, PA Hi-Point Raceway 304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

8/3	Monterey, CA
8/17	Mt. Pocono, PA (Pro-Am Series)
8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series

1980 AMA Regional Dirt Track Series

Western Region

8/10	Sturgis, SD/H-M

Central Region

8/10	Seymour, WI/H-M
8/14	Pecatonica, IL/H-M
9/28	Oklahoma City, OK/H-M

Eastern Region

8/15	Hamburg, NY/H-M

World Championship Observed Trials Series

8/24	Finland
8/31	Sweden

World Championship Road Race Series

7/27	Finland
8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship MX Series

125cc

7/27	LEXINGTON, OH
8/3	Canada
8/17	Spain

250cc

7/20	NEW BERLIN, NY
8/17	Finland
8/24	Sweden
500cc	
7/20	West Germany
8/3	Belgium
8/10	Luxembourg

World Championship Endurance Road Race Series

7/27	Suzuka, Japan/8 hr.
8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

8/1-3	Lake Whitney, TX Honda/AME American Minicycle Grand Natl. Finals
8/2-3	Morgantown, WV AMA/Suzuki Youth MX Natl. Final
8/5-10	Ponca City, OK NMA National
8/17	Carlsbad, CA Women's MX Nationals
9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2	Carlsbad, CA Superbikers

Other Major Events Abroad

8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophee des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track World Championship
9/21	Poland Team Speedway World Championship
9/22-27	France ISDT

EVERY WEEK

Tuesday

IESRA SHORT TRACK
Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry $4, Pros $6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $4.00 Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

D-36 SHORT TRACK
Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes, Semi-Pro & Mini. Gates open 5 p.m., prac. 6, race 7:15. $3 watch, $8 ride. Info 415/533-4327, 408/463-0548.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511.

AMA SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $1,165 purse, ¼ mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch $4, 13-16 $3, 9-12 $1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry $10, watch $4, Info 916/363-2646.

SACRAMENTO SPEEDWAY
Cal Expo Fairgrounds, Sacramento, CA. Ethan Way & Exposition Blvd., Gate 9. $1225 purse, entry $7. Race 8:15 p.m. John Houston 916/448-7557, 485-7140.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTOCROSS
Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry $8, Pros $10, watch $3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippee Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry $8, Semi-Pro $4, 2nd bike $6, watch $3. Sheila 916/534-8955.

CENTRAL CAL SPEEDWAY
Caruthers Fairgrounds, Caruthers, CA. From N: Hwy. 99 S to 41 E to Mtn. View & frgrds. From S: Hwy. 99 N to Caruthers-Mtn. View offramp, E to end. Central Valley Speedway Club. Info 213/589-5050, 714/521-2556, 209/683-7730.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS SHORT TRACK
Ross Downs, 6500 Business 121, Colleyville, TX. Between Ft. Worth & Grapevine. Micro Mini thru Open Ex., 100% p.b. Entry $6, Ex. $10. Royal Enterprises. 817/267-5635.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

SPRING VALLEY MOTO-CROSS
ABILENE, TEXAS
SECOND ANNUAL
$10,000.00

SPRING VALLEY MOTO CROSS

TOP MONEY WINNER AT FIRST ANNUAL $10,000 – 1979 was KENT HOWERTON TEAM SUZUKI

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10 TROPHIES PER CLASS

Trophies By Flair

Other TOP MONEY WINNERS WERE
Perry Klassen, Bob Stitcher, Mel Newman, Derric Wedding, John Day, Kirk Spencer, Monte Anderson, Dennis Brand

CLASSES

MINI MINI	
MINI	JUNIOR-INTERMEDIATE
100	JUNIOR
125	JUNIOR-INTERMEDIATE-EXPERT
250	JUNIOR-INTERMEDIATE-EXPERT
OPEN	INTERMEDIATE-EXPERT
OVER 30	

SIGN-UP: 7:00 A.M., JULY 26 1980
PRACTICE: 9:00A.M.
RACE: 11:30
1 MOTO ON SATURDAY / 1 MOTO ON SUNDAY

GATE FEE
$6.00 per day - $10.00 2 days

	PRE ENTRY	POST ENTRY
MINI	$25.00	$30.00
JR.	$25.00	$30.00
INT.	$25.00	$30.00
OVER 30	$25.00	$30.00
PRO.	$40.00	$50.00

PRE-ENTRY MUST BE POST-MARKED BY JULY 21st

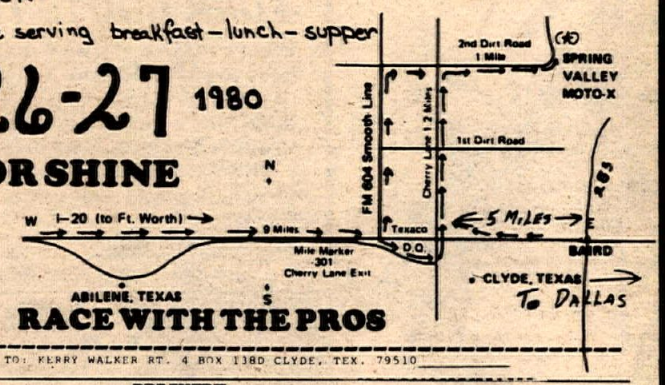
Concession will be serving breakfast–lunch–supper

JULY 26-27 1980

RAIN OR SHINE

Free Over Nite Parking

INFORMATION: CALL 915/893-4667



RACE WITH THE PROS

MAIL TO: KERRY WALKER RT. 4 BOX 138D CLYDE, TEX. 79510

PRE ENTRY

NAME _____ PHONE NO. _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
SPONSOR _____ CLASS _____ BIKE NO. _____

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$4000 GUARANTEED PURSE

INCLUDES $1000 SPECIAL CASH PRIZE FOR FIRST MAN TO TOP OUR HILL (NO ONE HAS DONE IT YET !!)

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BILLINGS, MONTANA

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R.A.C.E. Motocross
FRIDAY Corona Raceway
THURSDAY O.C.I.R.

SRA Schedule
AUG. 10 SADDLEBACK G.P.
AUG. 31 CARLSBAD G.P.
SEP. 21 RIVERSIDE G.P.
714-828-1358

LA HABRA YAMAHA

1980 Saddleback AMATEUR POINT SERIES

SADDLEBACK SAT. MX

RACE FOUR
SAT. JULY 19th

Op LUBRI TECH JB RACING MXL DG

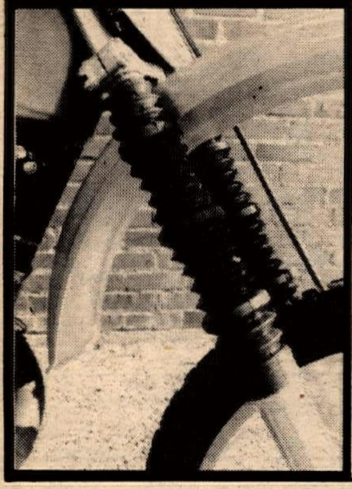
The Top 10 Riders of 1980 will win
A NEW '81 YAMAHA MX'er

Plus a new Bell or KRW Motocross Helmet, MXL Boots, Gloves, Goggles, DG Team Jackets, Op Wardrobe, Lubri-Tech Lubricants, Jersey and Leathers, and much, much more

EARN A SPOT ON THE 1981 TEAM LA HABRA YAMAHA

RACE FOUR
SAT. JULY 19th
SADDLEBACK PARK
SSM SANCTIONED

FOR FURTHER INFORMATION, CALL SADDLEBACK PARK (714) 558-1584



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What's the use of long travel suspension if you have to use fork boots that pack up and rob you of travel?

Sundance boots allow 15" of travel yet compress to under one inch. They only weigh 4 oz. each yet they're tough.

They look a little different, but they work a lot better.

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July 16

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

July 18

8TH ANNUAL GARDENA GOLD CUP HALF-MILE
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. AMA-sanc. Ex./Jr./Nov. program. Race 8 p.m. Free VIP parking for street bikes. Tickets $6 adults, $3 children, under 8 free. Avail. at Ticketron and Ascot. Agajanian Enterprises, PO Box 98, Gardena, CA 90247. 213/323-5055, 321-5323.

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ550s & leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

July 19-20

NMA SALT LAKE NATIONALS
Salt Lake City, UT. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Chuck Boyd for entry & info. 303/979-8892.

PLONKERS FUN TRIAL & SCHOOL
Barona Oaks, San Diego, CA. Hwy. 5 S, E on 78, past Ramona follow signs to San Diego County Estates, left on Ramona Oaks Rd., rt. on Abajo, left on Pappas, rt. on Rainbird, follow dirt rd. to site. All welcome. Gil Smith 714/842-5245, 847-8495.

July 19

AMA/WINSTON PRO 25-LAP TT NATIONAL
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Also Honda Jr. Invitational. Free VIP parking for street bikes. Race 8 p.m. Reserved tickets $12 adult, $6 children; general $10/$5. Avail. at Ticketron and Ascot. Agajanian Enterprises, PO Box 98, Gardena, CA 90247. 213/323-5055, 321-5323.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

GOLDEN AGE OF MOTORCYCLES
Burbank Golden Mall, Burbank CA. Between Olive & Magnolia on San Fernanado Blvd. Antique/Classic/Competition classes. Entry $5 for bikes being judged, registration $2, swap meet $8. Sign in 10 a.m. Southern California Side Hack Assn., PO Box 8022, Van Nuys, CA 91409. 805/522-4807, 252-4631.

SSM/SADDLEBACK AMATEUR POINT SERIES MX
Saddleback Park, Orange, CA. See listing under Every Week — Saturday section.

AMA AMATEUR MOTOCROSS QUALIFIER
Saguaro Raceway, Tucson, AZ. Area 9, class A Expert or Prog. Pro riders. Must ride two races — Tucson & Porterville, CA. $20/race. Support classes will be run, $8/entry. Info 602/795-2238.

ODYSSEY SPRINT RACE
Sacramento Kartway, Sacramento, CA. Hwy. 50 E to Bradshaw, S to Jackson Blvd. Hwy. 16, E to Excelsior, left to 5300 Excelsior. 2 classes + Pro & PP, 30% trophies, 100% Pro p.b. Gates open 7 a.m., sign up 7:30-9, prac. 9. Entry $8, Pros $12, watch $4. Info 916/393-9728, 363-0374.

July 20

D-37/DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry $13 Pro, $9 Sptsmn., $7 Pee Wee. Purse 80% up to $1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

HONDA/AME MINICYCLE CHAMPIONSHIP SERIES
Clarks Branch MX Track, Roseburg, OR. Win a regional title and/or a Honda support ride. Drawing for 2 Honda bikes. Classes from 50-125cc; Stk. & Mod.; Jr./Int./Ex. Natl. Hero class, XR 4-stroke class. All entries qualify for Natl. Finals. Ralph Huffman, 1381 S.E. Magnolia Dr., Roseburg, OR 97470. 503/673-3205, 1671.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

OUTDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Out Harrison, left on 53rd or out Western Ave., rt. on 53rd. Silencers, ball end levers, covered folding pegs, 6-in. # plates req. No knobbies above 125cc. All classes, sign up noon, prac. 1, race 2. Entry $4, pit pass $3, watch $2.50, 6-18 & Srs. $1.50. Info 503/753-0942.

AFM/ND GOLDEN STATE ROAD RACE SERIES
Ontario, CA. Open to all AFM memb. in 125/250/Open GP, 430 Prod. & Open SS. $500/class to top riders meeting eligibility req. Info 714/523-3842 (H. Bresach), 213/392-9611 (B. Ralston).

AMA MOTOCROSS
Marshall Park (Gambonini Ranch), Petaluma, CA. W on Western from town, follow signs. All classes, sand & natural terrain, 100% Ex. p.b. Entry $12, Ex. $15 + $3, watch $3. Lee Nobmann 707/778-7184.

D-36 MOTOCROSS
CANCELLED
Carnegie Cycle Park, Livermore, CA. Hwy. 580 to Vasco Rd. E of town, S to Tesla Rd., left approx. 10 [illegible] to track. All classes, bo[illegible] trophies, blue plate pts., inside track, campers OK. AMA Prog. Pro. 100% purse. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $11, Ex. $15 + $3. No dogs allowed. Boss Motocross 415/829-8377.

CMC FOUR-STROKE MOTOCROSS CHAMPIONSHIPS
Carlsbad Raceway, Carlsbad, CA. Four-strokes only, $1200 Open Pro purse, p.b. to 500 Pro. Sidecar, Dinosaur, Mini, 30-40, 41 +, 150/360/Open Jr. & Int. classes. 25% trophies, valve plaques to O/A winners, contingency $ & prizes. Open Pro entry $25 mail/$35 post, others $15/$20. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. Pro Regional qualifiers, all classes, $3000 purse. Info 503/472-2475.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$20 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

DRAG RACE HILL CLIMB
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60, Theodore off-ramp. Super drag hill, Stk. & Mod. classes. Silencers & kill switches req. Signup 7-9 a.m. Entry $8. Info 714/653-5840 (eve.), 7979 (weekends).

CMC/ZAP MOTOCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. All classes, free can of Nitro-9 to all winners, 30% Sptsmn. awards, 100% Pro p.b., D-36 cards accepted. 100% p.b. to Mini Pros, 50% trophies to Sptsmn. Minis. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15. No O/N camping. Info 415/355-4760.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

RMTA TRIAL
Rock Creek, Colorado Springs, CO. Expert & Advanced. RMTA, 1314 Motor City Drive, Colorado Springs, CO 80906. Info 303/473-3277 (days).

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy. 70 @ 1st & F St. AMA Prog. Pro (½ Pro pts.), all classes, rider insurance, D-36 rules, free camping, paved parking. No bicycles or pit bikes. Natl. qualifier race for Minis, an RM given away by drawing to Mini. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $13, Semi-Pro $3 + $15 to purse. Watch $4, 6-12 $1. Charlie Sexton 916/695-2727, 2088.

July 21-25

RUSS DARNELL MOTOCROSS SCHOOL
Rapid City, SD. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

July 22

TRAVEL'N TT
Valley Raceway, Albuquerque, NM. $1500 purse, free motel rooms for 1st 10 Experts to enter. AMA sanc. RC Entertainment 806/372-9053.

July 23

TRAVEL'N TT
Amarillo Speedway, Amarillo, TX. $2000 purse, free motel rooms for 1st 10 Experts to enter. AMA sanc. RC Entertainment 806/372-9053.

July 24

TEXAS STATE CHAMPIONSHIP/TRAVEL'N TT
Devil's Bowl Speedway, Dallas, TX. $2000 purse, free motel rooms for 1st 10 Experts to enter. AMA sanc. RC Entertainment 806/372-9053.

July 25-26

MONTANA SHORT TRACK
Belaro Speedway, Billings, MT. 5 mi. E of town. ¼-mi. dirt track, class C trac. req. Mini-Open, trophies & $1000 purse ea. day. Prac. 6:30 p.m., race 7:30. Entry $5 Mini, $15 others. Magic City M.C. 406/248-1124, 8214.

July 25

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CMC $12,000 NIGHT MOTOCROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 269, from Sacto, I-5 198. All classes Mini-Open. Also OT, PP & Oddyse, if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry $10, Pros $15, gate $4, 6-12 $1. Rick Worth 209/935-0277, 0485.
100% PRO P.B.

July 26-27

HONDA/AME MINICYCLE CHAMPIONSHIP SERIES
Aztec Raceway, Colorado Springs, CO. Win a regional title and/or a Honda support ride. Drawing for 2 Honda bikes. Classes for 50-125cc; Stk. & Mod.; Jr./Int./Ex. Natl. Hero class, XR 4-stroke class. All entries qualify for Natl. Finals. Tony Gonzales, 2014 Afton Way, Colorado Springs, CO 80909. 303/473-8360.

2ND ANNUAL SPRING VALLEY $10,000 MX
Spring Valley Moto-X, Abilene, TX. All classes from Mini Mini-Over 30, 1 moto Sat., 1 moto Sun. Sign up Sat. 7 a.m., prac. 9, race 11:30. Pre-entry $25, Pros $40; post $30/$50. Concessions, free O/N parking. Gate $6/day or $10 for both days. Mail entries to Kerry Walker, Rt. 4 Box 138D, Clyde, TX 79510. Info 915/893-4667.

CMC PACIFIC CHAMPIONSHIP MX SERIES
Carlsbad Raceway, Carlsbad, CA. $3,000 pt. fund, $30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC license req., may be purchased @ track. Jr./Int. entry $15 mail, $20 post; Pros $25 mail, $35 post. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

July 26

SDRA NIGHT MOTOCROSS
Star Track, El Paso, TX. $450 purse, 3-wheeler race w/$50 purse. Gate opens 4 p.m., prac. 5:30, race 7. Entry $8 Mini-Mini, $12 Ex., $5 3-wheeler, $10 all others, SDRA memb. $2 less. Gate fee $2. Info 915/581-0044.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/ Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AMA SHORT TRACK QUALIFIER
Saguaro Raceway, Tucson, AZ. All classes, Mini-Am, Ex., top 5 ea. class qualify. Entry $10, $5 for 2nd class, $5 gate. AMA memb. req. Gates open 4 p.m. Info 602/795-2238.

NORTHERN CALIFORNIA SPEEDWAY
Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, $1200 purse. Watch $4.50, 12-15 $3, kids $1. Mother Goose Racing Ent. 707/252-0905, 8772.

July 27

CMC MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from Sacramento, S on Prairie City Rd., rt. on White Rock Rd. approx. ¾ mi., left into park. All classes inc. OT, Vets, PP. Entry $15, Ex. $20, watch $5, 6-12 $2, O/N camping $3. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. No-Name Promotions 916/381-0760, 682-3838.

RMTA HARTMAN MEMORIAL TRIAL
Salida, CO. All classes. RMTA, 1314 Motor City Drive, Colorado Springs, CO 80906. Info 303/539-2058.

CRC SUNDANCE GRAN PRIX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. Short course w/ sand, jumps, smooth & MX terrain. Ea. class races 50 min., all welcome. CRC GP, 3 & 4 wheel pts. Free O/N camping. No play riding. Entry $16 mail, $20 post, no post for 2nd class entered. Prac. 8 a.m., 1st race 9. Mail check & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

D-37 HARE SCRAMBLES & TEAM RACE
Lucerne Valley, CA. Limed from Y Cafe. Rescue 3 benefit. Rovers M.C. 213/967-9868, 766-4920.

MONTANA STATE CHAMPIONSHIP HILLCLIMB
Billings M.C. Hillclimb Grounds, Billings, MT. 1½ mi. E of new south bridge about 1½ mi. S of town. 250s/trophies, 500s/$700, Open/$800, Unlimited/$1000, Advanced (1st from 250, 1-3 from 500, 1-5 from Open)/$500 & State Championship. $1000 to 1st over the top. Sign up ends 10 a.m., start 10:30, Unlimited @ 1:30. Entry $20. Billings M.C., Box 20421, Billings, MT 59104. 406/656-8331, 252-6032, 248-1982.

D-36 MOTOCROSS
Hills Ferry Speedway, Newman, CA. I-5 to Newman turnoff, 35 mi. S of Tracy, W 6 mi. to Hills Ferry Rd., left to track. All classes, bonus trophies, riverside track, free O/N camping. AMA Prog. Pro. 100% purse, blue plate pts. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $11, Ex. $15 + $3. No pit riding/bicycles. Boss Motocross 415/829-8377.
2ND SERIES RACE

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon on Hwy. 113. All classes welcome, plenty of trophies & bonuses to sptsmn., 100% Pro p.b. Entry $12 sptsmn., $15 Pro, $3 park fee. Spectators $4, 6-12 $1. Free O/N camping. Buel Campbell 916/678-3592.

D-27/28 MOTOCROSS
Washougal MX Park, Washougal, WA. Pro Regional qualifiers, all classes, $3000 purse. Info 503/472-2475, 620-5301.

PITS GRUELING GRANITE TRIAL
Donner Ski Ranch, Norden, CA. All classes, riders meeting 10 a.m. Info 916/546-5714 Vance.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. $10/Pros $13 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINICYCLE MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 a.m., prac. 8, race 9. 30% brass. AME lic. req. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$20 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.
SADDLEBACK AMATEUR POINT SERIES

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Tues-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

CMC/ZAP MOTOCROSS
Fremont Raceway, Fremont, CA. W side of Hwy. 17 @ Durham Rd. exit. All classes, ZAP T-shirts to Sptsmn. winners, 30% Sptsmn. awards, 100% Pro p.b., 50% trophies to 100s, D-36 cards accepted. Gates open 6:30 a.m., prac. 8:30, race 9:30. Entry $12, Pros $15. No O/N camping. Info 415/355-4760.

July 28-August 1

RUSS DARNELL MOTOCROSS SCHOOL
Omaha, NB. Limited enrollment, entry $125. For reservations & info, call 213/767-1854, 714/980-3212.

July 30

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, $ to Pros. Entry $6, Pros $8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

August 1-3

HONDA/AME AMERICAN MINICYCLE CHAMPIONSHIP SERIES GRAND NATIONAL FINALS
Lake Whitney Cycle Ranch, Lake Whitney, TX. Honda Challenge Race 83cc, Natl. Hero class 61, 83, 100 & 125cc. Win a Honda support ride 83 & 125cc Natl. class. XR 4-stroke Mini class, 83 & 125cc Girls Div. Entry $25 mail, $35 post. Prizes, contingencies, trophies. AME, PO Box 988, Lake Whitney, TX 76692. 713/482-7593.

August 1

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $10 Sprtsmn., $12 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

August 2-3

AMA/WINSTON PRO ROAD RACE NATIONAL
Laguna Seca Raceway, Monterey, CA. F-1, Superbikes, 250s & Sidecars. Superbike final on Sat., F-1 Sun. Tickets avail. @ Macy's, Ticketron, Bass, Emporium, Capwells & Laguna Seca office, PO Box SCRAMP, Monterey, CA 93940. Info 408/372-1516. Camping, info & credit card orders 373-1811.

August 2

PASADENA M.C. NIGHT ENDURO
Sidewinder Rd., Barstow, CA. Hwy. 15 N to Barstow. All classes inc. ATC, Vintage & hacks. D-37 pts. & rules. Mail entry $15 2 loop, $10 1 loop, post add $3. C & hacks go 1 loop. Roger Jespersen, 18731 Leadora, Glendora, CA 91740. Info 213/335-6268 Ron (6 p.m.-9 p.m.), 3404.

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Mini, Mini Beg., & Nov.), 100% Ex. p.b. Entry $8, Pros $10, gate $3, under 12 $1. Info 602/795-2238.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes inc. ATC, 30% trophies, cash p.b. to Pros. AME lic. req. Post entry $9, Pros $12. Prac. 7 p.m., race 8. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ODYSSEY SPRINT RACE
Sacramento Kartway, Sacramento, CA. Hwy. 50 E to Bradshaw, S to Jackson Blvd. Hwy. 16, E to Excelsior, left to 5300 Excelsior. 2 classes + Pro & PP,

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Aug. 9/10 — Prairie Dogs Dual Euro. Scram.
Aug. 10 — Sunrise Park Moto Cross
Aug. 31 — DeAnza Park Moto Cross

CRC MOTOCROSS RACE SCHEDULE
July 20 — Indian Dunes
July 25 — Indian Dunes Friday Night
July 27 — Saddleback
Aug. 3 — Indian Dunes
CRC Membership Required
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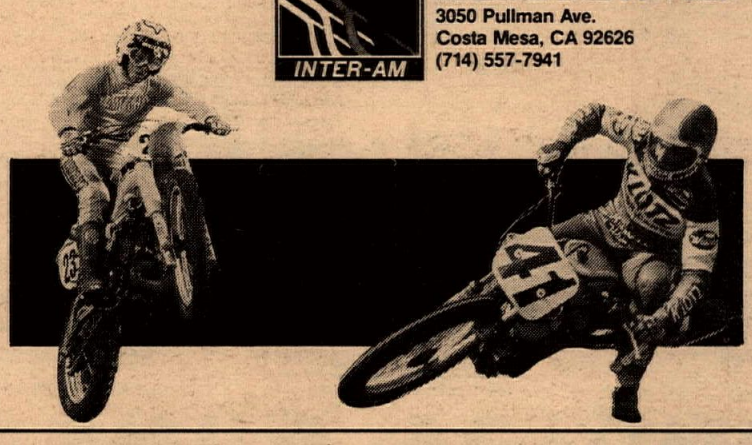

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AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes. Gates open 4:30 p.m., prac. 6, race 7. 30% trophies (100% to Mini Mini, Mini Beg., & Nov.), 100% Ex. p.b. Entry $8, Pros $10, gate $3, under 12 $1. Info 602/795-2238.

August 3

CMC PACIFIC CHAMPIONSHIP MX SERIES
Huron Cycle Park, Huron, CA. $3,000 pt. fund, $30,000 in cash & prizes. All classes inc. Stk. & Mod. Mini; CMC license req., may be purchased @ track. Jr./Int. entry $15 mail, $20 post; Pros $25 mail, $35 post. No-Name Promotions, PO Box 579, Elk Grove, CA 95624. 916/381-0760.

D-27/28 MOTOCROSS
Mountain View Cycle Park, Sandy, OR. Pro Regional qualifiers, all classes, $3000 purse. Info 503/668-4851.

D-36 MOTOCROSS
Hills Ferry Speedway, Newman, CA. I-5 to Crows Landing (Fink Rd.), E to River Rd., S to track. All district classes, bonus trophies, all sand track, AMA Prog. ½ Pro pts., camping OK. Gates open 6:30 a.m., prac. 8, race 9. Entry $13, Pros $15 + $3. Boss MX 415/462-0537, 829-5330.

RMTA TRIAL
Left Hand, Boulder, CO. Ex., Adv., Sd. C. & Bicy. classes. RMTA, 1314 Motor City Dr., Colorado Springs, CO 80906. Info 303/499-9893.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$20 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519

OUTDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Out Harrison, left on 53rd or out Western Ave., rt. on 53rd. Silencers, ball end levers, covered folding pegs, 6-in. # plates req. No knobbies above 125cc. All classes, sign up noon, prac. 1, race 2. Entry $4, pit pass $3, watch $2.50, 6-18 & Srs. $1.50. Info 503/753-0942.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Tues.-Sun. for prac. Gates open 7:00 a.m., prac. 8, race 9. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

August 8

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ500s + leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

August 9

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

CMC $12,000 NIGHT MOTOCROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 to 269, from Sacto, I-5 to 198. All classes Mini-Open. Also OT, PP & Oddy if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry $10, Pros $15, gate $4, 6-12 $1. Rick Worth 209/935-0277, 0485.

August 10

RUTH LAKE MOTOCROSS
Ruth Lake, CA. 85 mi. E of Eureka, take Hwy. 36, 7 mi. past Ruth Dam. CMC-sanctioned, 100% Pro p.b. paid by moto & overall, same day trophies + high point series for all classes w/58" trophy to high pt. winner. Info 707/443-6355.

Road Runs

July 18-20

2ND ANNUAL EAGLES M.C. OVERNIGHTER & SWAP MEET
Hemet Fairgrounds, Hemet, CA. Pins, trophies; swap meet Sat. 12-6, band Sat. night, all grass camping w/showers, tattoo booths, beer & food avail. by Lions Club. SCMA sanctioned. Cost $7, non-SCMA memb. add $.50, $.50 discount on mail ins, under 12 free. Swap meet spaces $10 outside, $15 in. Entry & checks to Eagles M.C., 6342 Marshall Ave., Buena Park, CA 90621. 213/694-2669, 714/879-2897.

August 22-24

VETTER RALLY
Flying W Ranch, Colorado Springs, CO. Entries limited to riders w/Vetter or Kawasaki by Vetter fairings. Entertainers, prizes (inc. a Mystery Ship) and other events. Advance reg. req. Entry $35. Vetter Rally, Inc., PO Box 654, Rantoul, IL 61866. Info 1-800/637-1134.

August 23-24

10TH ANNUAL SADDLELITES OVERNITER
County Fairgrounds, Santa Maria, CA. Lots of contests & trophies. Sat. nite dance w/live band, bar open. Pit bar-b-que, run pins. Sign in Sat. 8 a.m.-4 p.m. Entry $8.50, Jrs. $7, children $5, non-SCMA $.50 more. Saddlelites M.C., 824 W. Morrison, Santa Maria, CA 93454. 805/922-4878, 925-8261.

Aug. 29-Sept. 1

LOS AMIGOS M.C. OVERNITER
Zaca Lake, CA. On Zaca Station Rd. off Hwy. 101 N of Solvang. $7.50 entry inc. run pin, live entertainment, trophies, games, dancing. Meal ticket avail. inc. 2 BBQ steak dinners, 2 pancake breakfasts for $20/person, $10 children to 16. Swimming, fishing, horses, cabins & more avail. Los Amigos M.C., PO Box 6245, Santa Barbara, CA 93111. Reservations or info 805/688-4891 any time, 213/478-0017 weekdays.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

WANT ADS

Help Wanted

Salesman-Distributors
S.C.P. LUBRICANTS is looking for salesmen & distributors for our motorcycle lubricants & octane booster. Join a winner — SCP LUBRICANTS. For more info call or write SCP LUBRICANTS, 16906 Bonnie Sean Dr., Spring, Texas 77379. (713) 376-9795. (28)

Exp. Honda parts person wanted
Managerial potential, salary commensurate with ability. Send resume to: CYCLE NEWS, Dept. HPP, Box 498, Long Beach, CA 90801. (28/29)

Motorcycle mechanic
With tools and sales or parts experience. Excellent — plenty of work. Call Mr. Anton at THE OUTRIDER, 10545 W. Pico Blvd., Los Angeles, CA 90064. (213) 879-3350. (28/29)

Mechanic Wanted
Honda or Yamaha experience only. Pay and benefits open. Call John at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Salesman Needed
Aggressive salesman needed for sales route already developed in Los Angeles territory. Also openings in Central and Northern California. Contact Jim Hale at O'NEAL DISTRIBUTING (213) 998-1049. (27/28)

Experienced Yamaha mechanic Needed in Las Vegas
Immediate opening in new service department at established dealership. Paid holidays, uniforms, medical and dental plans. Send resume or call Lee at NEVADA YAMAHA, 1935 E. Fremont St., Las Vegas, Nevada 89101. (702) 384-2353. (25/28)

Experienced service writer
Excellent opportunity for advancement. Call Frank for interview. (714) 286-3488. (28)

Pipe builder
Experience necessary. Good pay. WHEELSMITH MOTORCYCLES (714) 751-0680. (19/TFN)

MECHANIC — EXPERIENCED in Honda m/c. Good salary and benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

Warranty co-ordinator
Sharp detail oriented individual needed to fill entry level position processing warranty claims, communication with dealer network and field service personnel. Motorcycle background and mechanical aptitude very helpful. Send resume to: U.S. SUZUKI MOTOR CORP., P.O. Box 2107, Santa Fe Springs, CA 90670. Attn: Mrs. Wilma Williams. No phone calls please. (28/29)

Parts Person Wanted
Must be ambitious and enthusiastic and some knowledge of motorcycles required. Full-time, salary open Contact parts manager for interview. (714) 531-0742. (12/TFN)

Honda part$ expert$
If you know Honda parts and accessories, invest a dime and see what you could be making. Experienced only. Contact Joe (213) 466-7191. (28/30)

Chief Engineer
S & W ENGINEERED PRODUCTS, a fast growing company and manufacturer of motorcycle parts, needs a person with formal engineering background. Must have supervisory skills, knowledge of production methods and processes, blue print release and document control and be inventive in the area of new products. This position requires a real "take charge" person who knows how to get the job done. 4-day, 40 hour work week. Anaheim, California area. (714) 527-1641. (28)

Wanted Honda mechanic
Must be experienced. 60% to you. Also need Service Manager. Bill (714) 531-0742. (26/TFN)

Experienced Parts Manager
Suzuki dealership has immediate opening for stable, mature and enthusiastic person. Salary open. Knowledge of motorcycles and accessories a must. Call for appointment and ask for Vick (714) 646-2428. ORANGE COUNTY SUZUKI, Costa Mesa. (27/29)

Partsperson Wanted
Honda or Yamaha experience preferred. Call Tom at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Parts Person Honda experience
★★★★TOP PAY★★★★
Bill (714) 531-0742. (26/TFN)

Service Manager Wanted
Full time, all season. Palm Springs area. Must be qualified in Honda/Kawsaki. Growing dealership needs top quality help. (714) 346-8311 or (714) 346-0392. (28/31)

Parts Person Wanted
Must be ambitious and some knowledge of motorcycles required. Full-time, salary open. Contact Jerry for interview. LAKEWOOD HONDA (213) 860-1354. (24/TFN)

Honda Mechanic
Must be experienced, have own tools, and have attitude for complete customer satisfaction, excellent company benefits including profit sharing. Good pay and working conditions. Contact Service Dept., KOLBE CYCLE, Reseda, CA. (213) 345-7616. (26/TFN).

Journeyman Suzuki mechanic
Wanted by Iowa's largest Suzuki dealer. No primadonnas, just someone who wants best pay and benefits. Year round work, latest equipment, yearly factory training and five day week in exchange for hard work, neatness and enthusiasm. Will assist relocation. (319) 752-0349 or (319) 752-5192. (27/30)

Business Opportunities

AMS
AMERICAN MOTORCYCLE SCHOOLS, INC

Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study

If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

DEALERS WANTED
BENELLI G-2 MOPEDS. Designed by Alejandro Detomaso. 150 miles per gallons. Most Western Territories open. Call or write: Forrest or Mile Faulknor, BENELLI WEST, 1635 California St., San Francisco, CA 94109. (415) 673-9040 or (415) 673-2400. (24/29)

Business for sale!
Excellent, money-making, Can-Am, Hodaka, Husqvarna motorcycle dealership for sale in dynamic Houston, Texas. Land, building, and equipment ($110,000.00) + inventory (approx. $80,000.00). SPORT CYCLES OF HOUSTON (713) 862-2252. (25/TFN)

Motorcycle Dealership
Southern California area. Call Art Smith at ASSOCIATED BROKERS REAL ESTATE (714) 637-7400. (28/29)

Hodaka Parts For Sale
Left over Hodaka inventory valued at $2,000.00 — Sell complete for $800.00. Call (805) 947-8243 after 5:00 p.m. (28/29)

Welding by certified welder:
Arc Heliarc custom fabrications, repairs/trailer hitches, hours — 8 a.m.-8 p.m., 7 days. (213) 533-0881. (27/30)

YAMAHA YZ250E, ONLY RIDDEN 5 times, been in storage 1½ years. Completely stock, never raced, extra desert tank. $850.00. Days (213) 287-0781 Allen. (28)

RD-350 Production Racer
WM-4 & WM-3 rims, Goodyear slicks — Dunlop slicks. New top end, 1 race old crank, new brakes, working electrics. TMC electronic ignition. Actually I could go on and on. Every part has been worked on to make this a definite 430 Prod. winning bike. Set lap record at Sears Point for 410 bikes in 1979, 1 min. 58.7 sec., 2nd overall in 410 Prod. AFM in '79. First overall in ARRA 410 Prod., 550 Prod. in '79. Only $1100.00 O.B.O. Call Ed at (213) 372-8855. (28)

PUBLIC AUCTIONS
Southern California, August 17, Orange County Fairgrounds. Northern California, September 14, San Mateo Fairgrounds. Sell your motorcycle at your price. ANTIQUE MOTORCYCLE AUCTION CO., (213) 433-4704 or (415) 584-1085. (28)

'79 YZ400
Excellent condition, never raced, $1150. (213) 473-9992. (28)

1979 Maico 450
Fox Air shocks — Wheelsmith Fork Kit and exhaust, original Metzelers still like new, alloy bars, stainless steel spokes, low — low hours, injury forces sale. $1450.00 or offer. (213) 334-5468. (28/29)

Family Quits
1977 XT500 Yam, $900. 1969 CZ 250, $300. 1968 Sears 124cc street—$125. 1975 Honda XR75—$350. 1975 Honda MR 50, $275. Also tire & wheel-Firestone 12-16.5 on Ford rim 8 hole—$110. (213) 569-3674. (28)

★ '79 Husqvarna 250CR ★
Mint condition, very low hours. $1095. (714) 436-3293. (28)

TZ125 G
1980 TZ125G includes huge spares kit. 3 in stock. BERKELEY YAMAHA (415) 848-2309. (28/31)

Husqvarna
420's AVAILABLE NOW! Call us for lowest prices in U.S.A. — Will ship. ALBA HONDA (714) 436-9771. (28/30)

1979 RM125N, $730 Turner trick
Tom Turner porting and pipe, 2nd over, RM80 ignition, Boysen reeds, D.G. 34 Mikuni carb and Pro-Flow, folding shift lever, Al Baker fork kit. Luft reservoir shocks, new Dunlop front, new piston, rings, sprockets, chain, and brake shoes. Need money for new bike. Call Arnold at (213) 263-3743 or (213) 750-1506. (28)

1979 and 1980 YZ125
1980 like new, Metzelers and much more, $1,000. 1979 in good condition — must see, $700. (714) 832-3403. (28/29)

C&J 412 Honda Thumper
Powroll engine, Megacycle cam, Mikuni carb., Husky forks & wheel, clean A-1 shape. $975 O.B.O. Also 2 pr. Scott Boots sz. 10 & 13, $115 pr., like new. (213) 379-7624. (28/30)

B.F.I. Fork Tubes for Minis
Suit CR80-RM80-YZ80-KX80 — Improved damping, 8⅝" travel, saves 3 lbs., solves your bending problems, complete with air caps and damper rods — $169. FRANKS RACING, 17785F Skypark, Irvine, CA 92714 — (714) 546-3484. (28/EOI/32)

Motorcycle Parts from A to Z
By mail only. Write to: IAN DOUGLAS ENTERPRISES, 12322 Newport Ave., Santa Ana, CA 92705. Call evenings 7:00 to 9:00 p.m. PDT any day. (714) 838-6627. (28)

Motorsport Air Shocks; Bottles
$174.50 w/o/fins. $199.50 w/fins. 17½, $224.50. Certified N2 bottles, $99.50. Bottle & shocks & disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418 or (213) 596-3691. (27/30)

Laverda SFC
Street legal 750 production road racer, triple discs, rear sets, fairing, 2 exhaust systems, never raced, excellent condition, very low mileage. Call (205) 988-4722. (28/30

1961 MATCHLESS 250cc: Scrambler, looks and runs good. Make offer. (614) 876-6694. (28)

1975 XR750
Just rebuilt, race ready, many spares, all the latest trick items, very fast. No reasonable offer refused. Call Ed anytime, (215) 269-7292. (28)

Leathers Wanted
New or used for person 6'1", 160 lbs., long. Before 6:00 p.m. call Paul, (507) 454-4489; after 6:00 or Sunday, call (507) 454-6639. (28)

Notice Honda 750 Racers:
Many new and used late model Honda 750 16 valve motor parts. Some 750F exterior parts. New 3.60x18 Goodyear slick. All below dealer. Call (213) 530-8156. (28)

YZ465
Metzeler front tire, Terra Flex rear, White Brothers suspension, excellent shape. $1650. (714) 648-7280. (28/29)

Yamaha IT 175 '78
Complete, stock, good condition. $500.00. Call Skeet (805) 497-6729. (28)

'79 & '78 Yamaha XS1100
Both bikes like new — Owners are Seniors & giving up riding for health reasons. Low mileage — make offer. (714) 433-3474. (28)

TZ-750-C, $5000.00. STORED SINCE '78 — one race on new Kel Carruthers engine, over $1500.00 in spares go with bike. Even. (213) 360-2858, days (213) 829-3621. (28/30)

'78 Husky 390 OR—'79 YZ400F
Husky — Sun rims, 8 gauge spokes, 2 tanks, skid plate, new top end, Metzeler. Yamaha — 2 hrs. on bike. both bikes like new. Must see, MUST SELL! $1200.00 ea. O.B.O. (714) 557-0247. (28)

Thumper power-Hallman Yamaha
TT500 Replica National open class racer. Engine — C.R. Axtell, Delorto pumper carb, YZ forks, Works gas shocks-triple rate springs. Please call for more info. $1850. (213) 839-1588. (28/29)

Singles for sale
1978 SR500E Yamaha. Has Shoei ¾ fairing, Boge shocks, air caps, drilled discs, many other extras. 2,800 miles, $1400.00 — 1979 XR500 Honda — Has air caps, Terry kit, S&W strokers, Dunlop 6 ply rear, 400 miles, $1200.00 or make offer. Home (213) 576-0897, business (213) 489-1166. (28)

1980 YAMAHA YZ 465 G. New, msut sell with 2 bike trailer, $2,050.00. '73 CZ 400 dirt bike w/extras. $400.00 or best offer. Call Steve (213) 346-6225 after 6:00 p.m. (28)

1978 YZ 400
Excellent condition, brand new top end, new tires. (805) 758-3838 between 4-6 p.m. (28/29)

'80 Kaw. 175 KDX st. licensed
200 miles, 2 months old, immaculate. $1200.00. (213) 333-7664. (28/29)

1979—JR50—Suzuki
Meryl's Pro wheel "8 ga. spokes" — ported — Martek, CDI, new tires — hand made pipe, rebuilt engine. Invested $850.00. 4-sale $400.00. (714) 685-8330. (28)

Engine Service By A.T.P.
Expert valve work, engine blue printing, transmission repair, crank repairing and welding, major and minor engine service. All work performed by the experts at AMERICAN TURBO PAK, Tustin, CA (714) 838-8888 (27/34)

Speedway Bike
Jawa 2 valve, motor by Speedway Research, bike completely fresh, show condition, loads of extras. Bike is race ready. (213) 925-2747. (28/29)

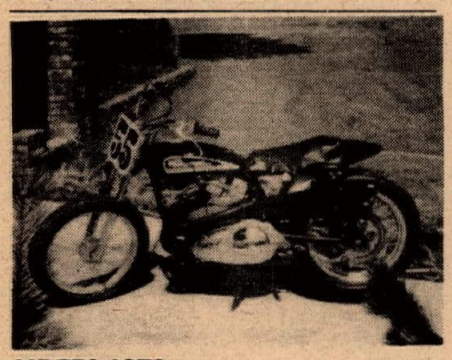
One Of A Kind Ducati
900 Desmo street bike, 3500 miles on blueprinted Reno Leoni prepared motor, some NCR engine and cosmetic parts. Plus all the best that was obtainable. Call Pete, 9 to 5, (201) 288-6600. (27/28)

Trident Engine Wanted
T150V, 5 sp., price as per condition. Don, (212) 477-5599 days; (212) 966-9842 eves. (27/28)

'76 KX400 Engine
Just rebuilt, $500. (614) 882-6660. (27/28)

'77 TT YAMAHA, excellent cond., $800.00. Trackmaster Triumph 650cc, trick, mech. sound, $900.00. (408) 449-2995. (27/28)

Rickman Owners Club International
Send name, address, models, serial numbers of bikes owned for free membership information in Factory Authorized Club. Save $$$ on parts, handbooks, tools, accessories. (Include $1 for sample copy of 16-page quarterly. Metisse News-letter with history, specifications, discount info.) ROCI, Box 001, Eagle Rock, (LA), CA 90041. (8/TFN/EOI)

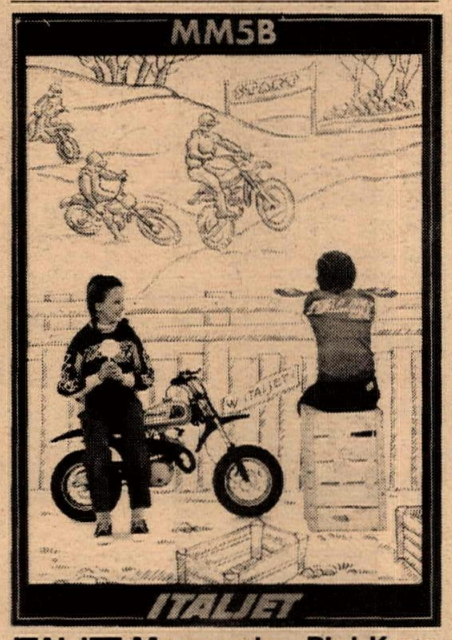


XR750 1978
This XR is nationally competitive, it has Lawwill cams, pushrods, rocker arms, intake manifolds, Axtell heads, Viper wheels, brand new A-5 Goodyears. The lower end has six half miles on it and the top end has three hours. (918) 299-9211. (27/31)

'79 BMW R65
6,000 miles — $3,850.00. (714) 885-0215. (27/30)

370 Bultaco Pursang
Good condition, extras. $450.00 firm. Dan (213) 897-1142. (28)

Do you need a sponsor?
COVINA KAWASAKI is looking to sponsor 5 riders — 3 motocross, and 2 enduro. Call for details (213) 967-4181. Ask for Jim or Mel. (28/TFN)



ITALJET Motorcycles, Bird Karts, Vespa Mopeds, Youth Apparel
Largest selection and lowest prices in California. 10% savings to any members of racing organizations. Mail and telephone orders accepted. MasterCharge. Visa. STRADA/ITALJET, 13148 Saticoy, No. Hollywood, CA 91605 (between Coldwater & Woodman). (213) 982-2000. Open M-F 9-6 p.m., Sat. 10-3. (27/TFN)

1977 KTM 250 MC5
Excellent condition, never raced, fresh motor. Call after 5. $600.00. (213) 473-7195. (28)

'79 Kaw KX125
Fast, like new, hardly ridden, $850.00. (714) 538-4567. (28)

CZ — JAWA — BABETTA
Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

Trailer
2 bikes, $200.00 O.B.O. (213) 550-2353. (28)

Trade or sell
Ducati '64 Diana 250. Exlnt. original condition, 4100 miles, extras, $850. Trade plus cash for Bonneville or unique cafe. (714) 821-4202. (28)

Hate to do it; but
my '77 Maico 250 is for sale. Painfully low price of $450. Call for details. (714) 496-5245. (28)

RD 400 cherry '79
Previous sale fell through — Call back. Shoei fairing, 2000 miles. (707) 964-9486. (28)

PERFORMANCE PORTING, cylinder heads, 2 cycle cylinders, cam shafts, Kal-Gard, number plates, restrictor plates, many others. Call Joe, (501) 227-6092. (28)

PARTING-OUT new XR 500, everything but engine will U.P.S. (213) 532-1418. (27/30)

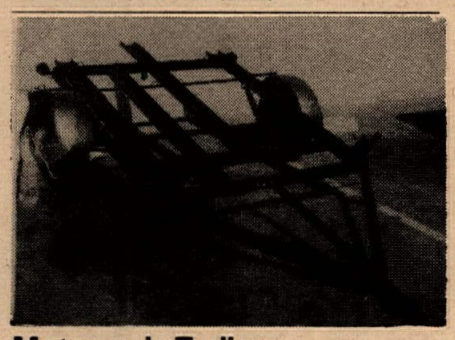
TZ250 "D" and '79 GS550
Currently run A.F.M. $1,950.00. G.S. 550 flowed head, 28mm carbs, Yosh. pipe, S&W suspension, $1,150.00. (714) 622-6221. (27/28)

XR 750 parts
HARLEY-DAVIDSON WEST offers professional racers cost + 20% on racing parts and accessory items. We stock the hard to get parts. Example: Heads, ported and unported/cylinders/cases/complete engines/new Gemco exhaust systems/Boom boxes and DT II Tires. Ask for Parts (213) 822-3426. (17/TFN)

1980 Suzuki RM125T
Showroom fresh, 1½ months old, moving to Canada. Must sacrifice, $800 or best offer. After 7 p.m. Motorcycle trailer, 3 rail, $300. After 7 (213) 885-8164. (27/28)

1979 390 OR, HUSKY'S FACTORY porting & pipe, Vesco tank, hardly ridden, many extras, like new. Must sell, $1,450.00 OBO. (213) 441-3983. (27/28)

'79 KTM 420
New condition, less than 15 hrs. Must sell, $1,800 or best offer. (714) 953-9630. (27/28)



Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

'79 YAMAHA IT 400, extra clean, $1150.00. (213) 448-3488. (28)

Pro-Fab framed TT500
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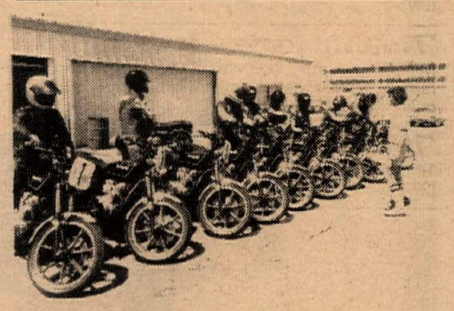

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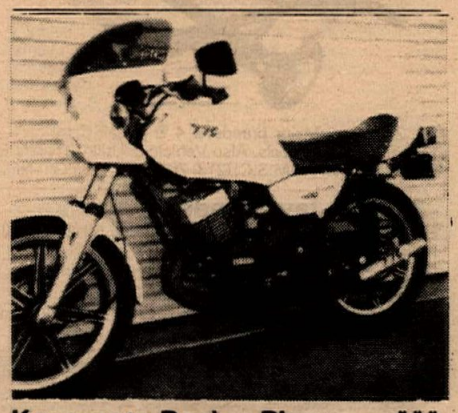

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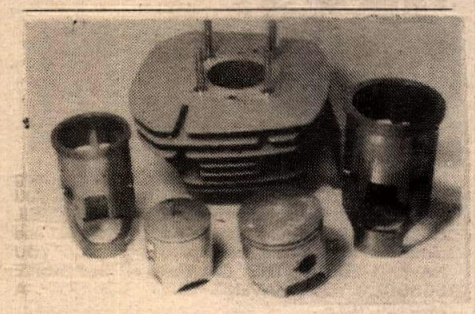

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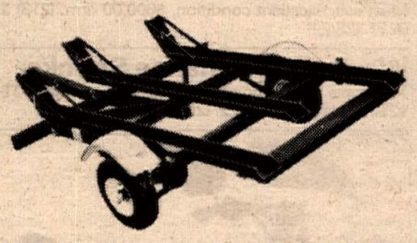

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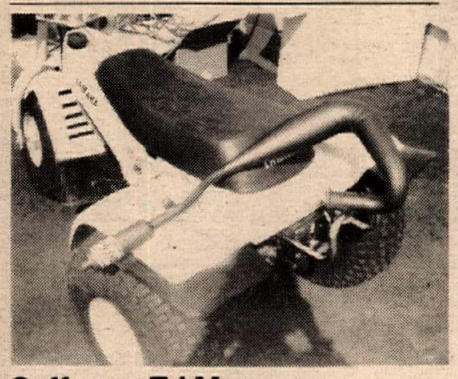

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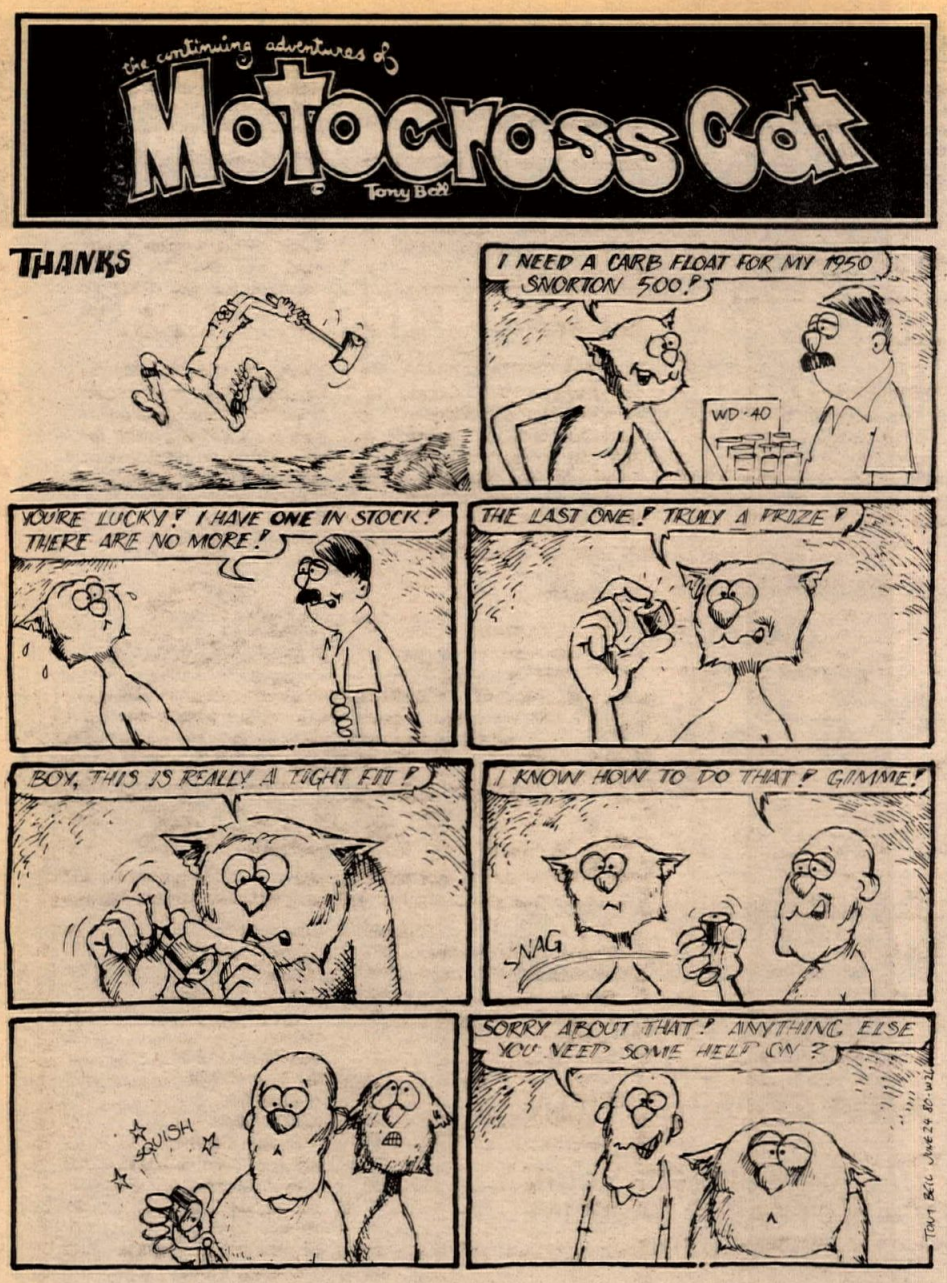

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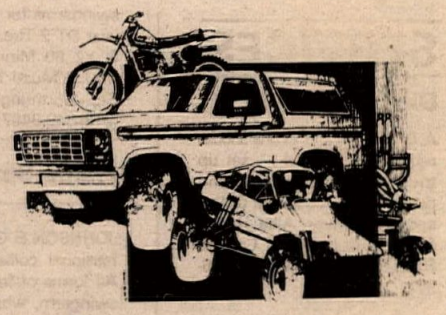

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